The SIGNALMAN'S Journal

Signalmen return to school; they visit the U.S. Congress

NOVEMBER 1977

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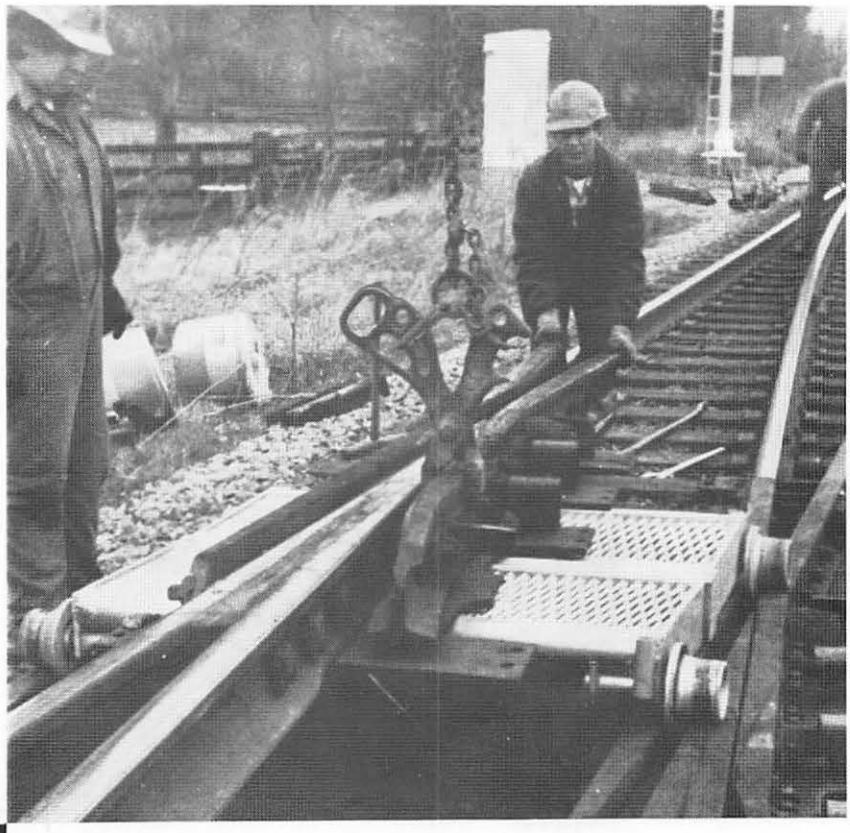

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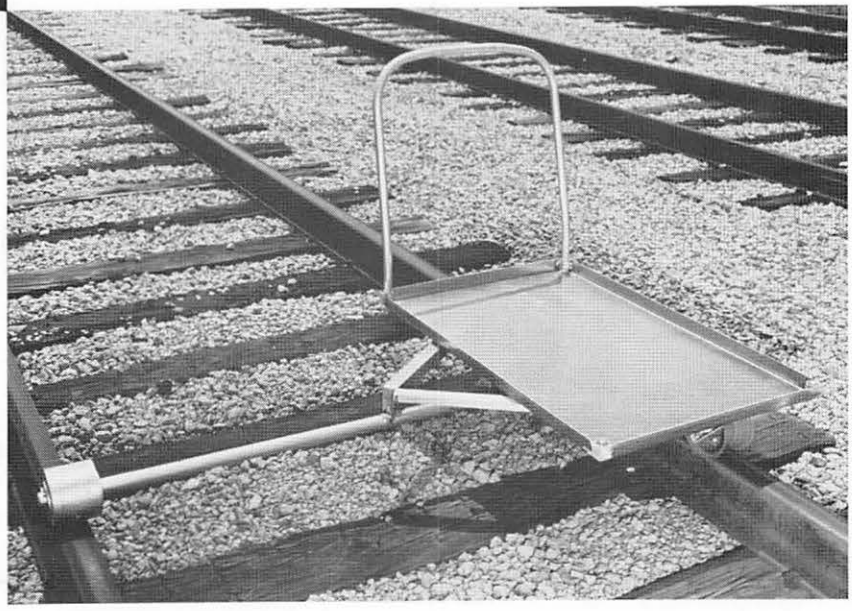

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Volume 58 Number 9 November 1977

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The SIGNALMAN'S Journal

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COVER: Signalmen and their wives visited the capitol on Thursday, Oct. 20 to view the building, and also observe the Senate and House of Representatives in session. Shown here on the east capitol steps are (left to right) back row: George Jones and Bill Corn; next row down: Fay Jones, Vi Corn and Peg Walsh and John Hansen: next row down are: Marillyn Hansen, Ruth Harwell, Joe Walsh, Witt Harwell and Roberta Lauer; and in front are Walt Lauer and Val Van Artsdalen.

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Bates' Commentary

As reported in the October issue of The Signalman's Journal, a major change in Grand Lodge Officers of our Brotherhood occurred during the month of October. In anticipation of Brother Chamberlain's resignation, and in an effort to effect as orderly a transition as possible, the Grand Executive Council met on September 30 and accepted Brother Chamberlain's resignation effective October 25, 1977.

Elections were held in accordance with Section 32 of Article I of our Constitution, to fill the elective vacancies created by Brother Chamberlain's resignation.

On October 27, 1977, Grand Lodge Representative W. B. Harwell was appointed, with the unanimous approval of the Grand Executive Council, to the office of Vice President, Midwest Region, effective November 1, 1977, to fill the vacancy created by the election of Brother W. D. Best to the office of Secretary-Treasurer, as provided by Section 35 of Article I of our Constitution.

It is with the deepest sense of humility that I accept the office of President of the Brotherhood of Railroad Signalmen. In my judgment no greater honor can be bestowed upon any man than that of being chosen to represent members of our Brotherhood. This same feeling of humility has been with me each time I have been elected to an office in the Brotherhood of Railroad Signalmen.

I am proud that our members have seen fit to allow me to serve in each elective office from Local Chairman to that of President. Having had the honor of being a member of the Grand Executive Council during the past ten years, I join with Brother Chamberlain in recognizing that our progress could not have been achieved without the total team effort we have had during that period of time.

It is now our responsibility to let nothing slow our momentum or impede our progress toward the ultimate goal of providing our members with the rates of pay, benefits and working conditions commensurate with the contribution we, as signalmen, make to the railroad industry and our country.

I am confident we can achieve those goals, so long as we act in unison and as an indivisible force.

It has been said that in assuming the office of President I have a large pair of shoes to fill. The only response I can make to that remark is that I fully recognize the tremendous contribution Brother Chamberlain has made to the Brotherhood of Railroad Signalmen. I will always admire and respect Chuck because of his efforts and because of his friendship.

However, I also recognize that no man can pattern himself after another, or be something or someone he is not. The pledge I make to our members is simply that I will do everything I am capable of doing to represent their best interests.

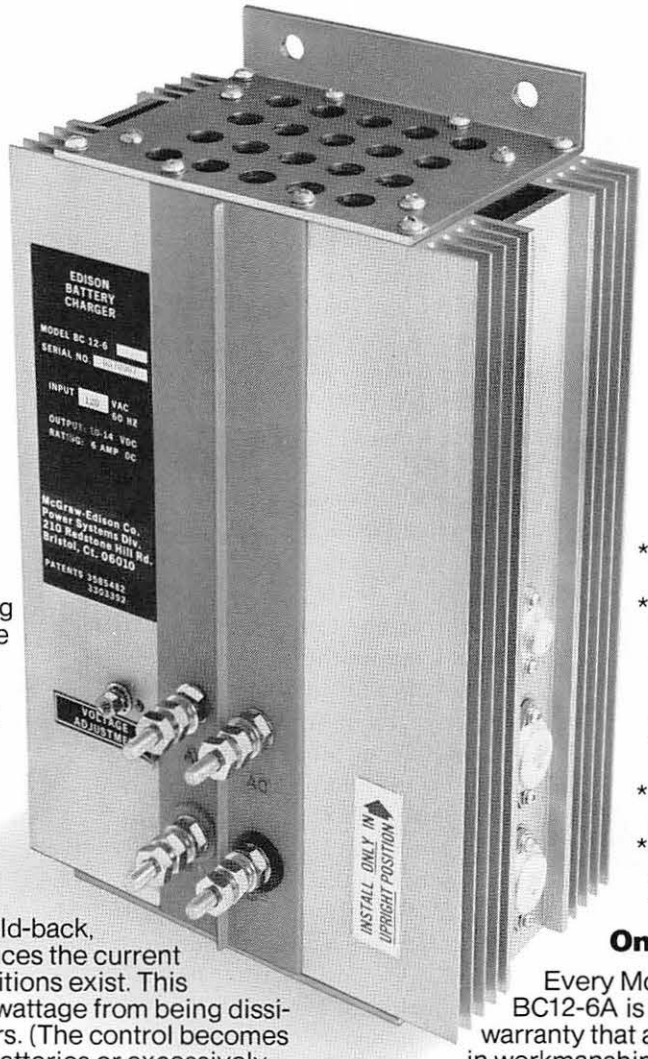
We, as members of the Brotherhood of Railroad Signalmen have a great tradition to follow, we have a comprehensive Constitution to guide us and it has been proven that collectively much can be accomplished. Members and Officers at every level of the BofRS are second to none in the labor movement.

As previously reported, we are engaged in negotiating changes in rates of pay and benefits nationally in both the United States and Canada at this time. A great deal of time and effort by the Grand Lodge Officers is being directed to those efforts. Shortly after January 1, we will serve notice on all United States carriers to increase benefits covered by our supplemental sickness agreement, to become effective on July 1, 1977.

We are sure that all will agree that 1978 will be another full year for each of us in the BofRS.

A Master Charger!

New from McGraw-Edison . . . A charger designed specifically for signaling and communications storage batteries. Economical, efficient, easy to install and adjust.



The Model BC12-6A is a master charger for servicing all railway signaling and communications storage batteries, including nickel-cadmium, nickel-iron and lead-acid on nominal 12 volt systems requiring 6 amp outputs. Remarkably easy to install and adjust, it recharges 7 to 9 cell nickel-cadmium or nickel-iron batteries and 5 to 6 cell lead-acid batteries.

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Other features

* The charger brings battery to full charge from zero volt.
* Voltage range is externally adjustable (10 to 14 volts).
* Current is limited to 6 amps max.
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* Charger operates at an ambient temperature of —40 to +160F.

One-Year Warranty

Every McGraw-Edison Model BC12-6A is covered by a one-year warranty that assures freedom from defects in workmanship and material. It is a master charger that creates a new standard of economy and performance for recharging railway signaling and communications storage batteries.

Edison batteries and chargers are now products of McGraw-Edison Power Systems Division.

For further details and specifications, write: McGraw-Edison Company, Power Systems Division, P.O. Box 28, Bloomfield, N.J. 07003.

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News

W. B. Harwell, Jr. (right) receives the obligation from BofRS President R. T. Bates. Harwell was appointed vice president Midwest region succeeding W. D. Best, elected secretary-treasurer.

Harwell appointed midwest vp

President R. T. Bates (left) extends a congratulatory handshake to Brother Witt B. Harwell, Jr., newly appointed vice president, BofRS.

Witt B. Harwell, Jr., grand lodge representative, Brotherhood of Railroad Signalmen, has been appointed vice president for the Midwest succeeding W. D. Best, elected secretary-treasurer. Brother Harwell's appointment by President R.T. Bates had the unanimous approval of the Grand Executive Council. The appointment was effective Nov. 1, 1977 and is for the unexpired term of Midwest vice president.

Brother Harwell was born in Eddy, TX on Dec. 24, 1926. He attended public schools in Austin, TX and graduated from Orange, TX high school in 1944. Following graduation, he served in the U.S. Navy for two years at Saipan and Midway islands in the Pacific. He was honorably discharged with rank of Petty Officer, Third Class. During the Korean conflict, Brother Harwell served another 2-year hitch in the U.S. Navy at Guam and Midway.

He began his signal career on the Santa Fe Railway as a signal helper in September 1948. He advanced to assistant signalman at Las Vegas, NM in May 1949 and one month later became a signalman. His first maintenance position was as a signal maintainer at Lamy, NM in May 1952. Three years later, Brother Harwell returned to Las Vegas, NM as signal maintainer. During this time, he increased his technical knowledge by taking electronics courses at New Mexico Highlands University and Otero Junior College. In September 1968, he advanced to signal inspector at La Junta, CO.

A member of the Brotherhood of Railroad Signalmen since 1948, Brother Harwell's involvement in union affairs intensified when he was elected local chairman of Rocky Mountain Lodge 161 in November 1962. He served as a Santa Fe delegate to three BofRS conventions beginning with the 1964 convention in Montreal, Que. Knowledge obtained from his earlier attendance at Nixon-Clay Business College in Austin, TX was invaluable to Brother Harwell during his tenure as Santa Fe general committee trustee from 1966 to 1970. Also, he was elected vice general chairman of the committee, representing eastern lines in 1969.

He was appointed grand lodge representative in 1970. From 1973 to 1975, Brother Harwell was acting general chairman of the Rock Island and Kansas City Southern railroads. Since joining Grand Lodge, he has furthered his formal education by attendance at the Arbitration Institute at the University of Illinois; graduation from the Chicago Labor Education Program at the UofI's Circle Campus; and attendance at two full-week seminars for BofRS general chairmen and officers at the George Meany Center for Labor Studies at Silver Spring, MD.

Brother Harwell is a member of the Masonic Fraternity, Chapman Lodge No. 2 of Las Vegas, NM; Scottish Rite of Freemasonry of Santa Fe; York Rite of Freemasonry of Las Vegas; and the Elks Club of La Junta, CO.

He and his wife Ruth are the parents of two daughters- Sharon Ann and Lyneta Jean; and two sons- Mark Allan and Jonathan Witt.

Signalmen & Frisco sign new agreement

One of the first tasks given to General Chairman F. J. White by his newly formed SP (T&L Lines), SL-SF, MKT General Committee in 1975 was to serve as a Section 6 Notice the proposals for a complete agreement revision which had been composed and handed to the Frisco on an informal basis by former General Chairman C. D. Bradshaw. The notice was prepared and served on December 8, 1975.

Following the initial meeting on January 7, 1976 negotiations were conducted on 14 additional days without success in reaching agreement. Counterproposals were served by the railroad on April 14,

Signalmen and Frisco railway officials sign a new agreement. Seated (left to right) are: F. K. Duren, director labor relations, StL-SF; Alfred F. Smith, mediator and Frank J. White, general chairman. Standing (left to right) are: C. D. Bradshaw, vice general chairman, StL-SF; W. D. Best, BofRS vice president; and R. Mason, labor relations officer, StL-SF.

Meetings were held at various locations around the railroad at which members were informed about the new agreement. Participation included both Signalmen and Frisco officials.

Tulsa, OK— Sept. 9, 1977

Springfield, MO— Sept. 14, 1977

Cape Girardo, MO— Sept. 15, 1977

Memphis, TN— Sept. 15, 1977

Ft. Scott, KS— Sept. 16, 1977

R. Mason, labor relations officer and J. S. Downs (right), general superintendent communications & signals, StL-SF, were active in the negotiations.

1977 and it was recognized then a stalemate had been reached. Mediation was invoked on April 29. Alfred F. Smith was assigned to assist the parties. After 17 days of negotiations with the mediator present, agreement was reached and signed on August 30, 1977. The agreement became effective on October 1, 1977. A brief outline of the improvements follows:

(1) New classification of signal shop foreman

(2) Elimination of the "helper" classification

(3) Establishment of a bona fide two-year training program.

(a) After completion of two years' training employes are to be promoted to signalman and assigned to positions obtained through the exercise of their newly obtained seniority.

(b) Upon being granted seniority as a signalman and occupying a position in that or a higher capacity, members of Local 129 will not be reduced to a position paying less than that of a signalman. Should it become necessary to reduce forces, such force reduction will be from among assistants. All assistants will be cut off before any reductions are made in the total number of Signalmen or the higher job classifications.

(4) Established continuous assignment which includes 20 minutes for lunch with pay for all employes.

(5) Established work weeks for signal gangs of either four 10-hour days or eight 10-hours days in addition to the conventional five 8-hour days, with the provision that five working days' advance notice will be given before such change, and the affected employes will be given displacement rights in the event of such change.

(6) Adjusted rates of pay for inspectors, signal shop foreman, gang foreman and assistants.

(7) Established meal and lodging allowances which will be adjusted annually in accordance with the percentage of change either increase or decrease in the Consumer Price Index — United States city average for urban wage earners and clerical employes — food away from home — Unadjusted (1967 = 100), which was 199.3 in May 1977.

(8) Removed restrictions from displacement rules whereby an employe may bump to his level of seniority rather than the seven junior employes of the same class.

(9) Overtime pay for monthly-rated traveling signal maintainers when required to work off their as-

(Please turn to page 42)

We wish you
a very
MERRY
CHRISTMAS
and a
HAPPY
NEW YEAR!
As another Christmas season approaches it gives us an opportunity to not only rejoice in the birth of Christ, but to pause and reflect upon the past and renew our faith in the future. We extend warm greetings to all the membes of the B of RS family. May the peace, contentment and understanding that abounds during this joyous Christmas season remain throughout the coming year. Our sincere thanks and appreciation to each of you for your continued support and understanding in our efforts to maintain our Brotherhood as a vital service organization. We will continue to do our best to serve you well and to justify your trust and faith in us. We extend cordial best wishes for a joyous Holiday Season and hope that the New Year will bring you health and happiness.
R. T. Bates • W. D. Best • W. W. Altus, Jr. • J. T. Bass
C. S. Chandler • M. B. Frye • W. B. Harwell, Jr. • J. E. Platt • J. W. Walsh • B. E. Britcher
G. A. Harrington • A. G. Cunningham • W. W. Lauer
R. R. Mitchell • J. E. Hansen • R. W. McKnight
RAIL
ROAD
CROSSING
BROTHERHOOD OF RAILROAD SIGNALMEN

General chairmen return to school

General chairmen, officers and staff of the Brotherhood of Railroad Signalmen attended a leadership-seminar during the week of October 16 at the George Meany Center for Labor Studies in Silver Spring, MD. After an orientation on Sunday, the learning process began on Monday and covered psychology of union leadership; civil rights; employment security, conducting a meeting, public speaking, the art of lobbying and a tour of Washington and the Capitol.

Fred K. Hoehler, Jr., executive director, Studies Center, welcomes students. Seated (left to right) are: Lisa Portman, assistant director; R. T. Bates, BofRS secretary-treasurer; and M. B. Frye, BofRS vice president.

R. T. Bates urged signalmen to take advantage of the educational opportunity of the schooling in union leadership.

Over 35 signalmen attended the school. Some 15 brought their wives who visited many interesting historic points including museums, the White House, Lincoln and Jefferson Memorials and Washington's home at Mount Vernon.

Mrs. Genevieve M. Lutz, Labor Studies coordinator, and daughter of AFL-CIO President George Meany, conducted the tours for the signalmen's wives. Here, she outlined the various daily schedules for wives at the Sunday evening orientation and briefing session.

M. B. Frye, BofRS vice president, outlined the week's work for students. Blackboard sign said: "Welcome Signalpersons!", which by Monday morning had been changed to "Welcome Signalmen!"

Students set goals

Sunday evening orientation lasted about two hours.

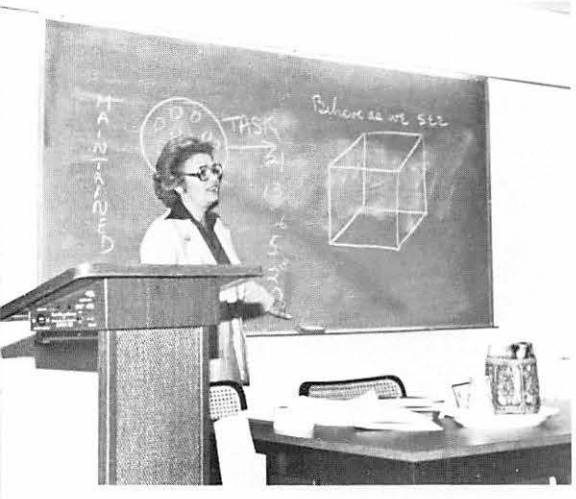
Signalmen were asked to set goals for week's work. Goals to achieve and reasons for attending the school as stated by those in attendance included:

—Become better union officers.

—Benefit members by becoming a more effective leader through education.

—Be able to better communicate with members of the union.

—Public speaking will help one to better communicate with carrier officers in negotiations and handling claims and grievances, as well as in representing members at investigations.



First day, Monday Oct. 17

Ms. Lisa Portman, left, was the instructor for the course in Psychology of Union Leadership. "Believe as we see" on the blackboard above is a drawing of a block. Signalmen found that by staring at the block it seemed to rotate. We usually communicate with people in small groups. Important points to remember in communicating are:

—Share information.

—We behave as we hear.

—People interpret things differently. Many people can look at the same object or incident and each will report differently upon what they have seen.

Frank White hears from Lisa Portman that students will describe a picture to him.

Frank White describes the picture to Steve Muzi, but White has never seen the picture.

Steve Muzi is to describe picture to George Gross. Lisa Portman relates the situation.

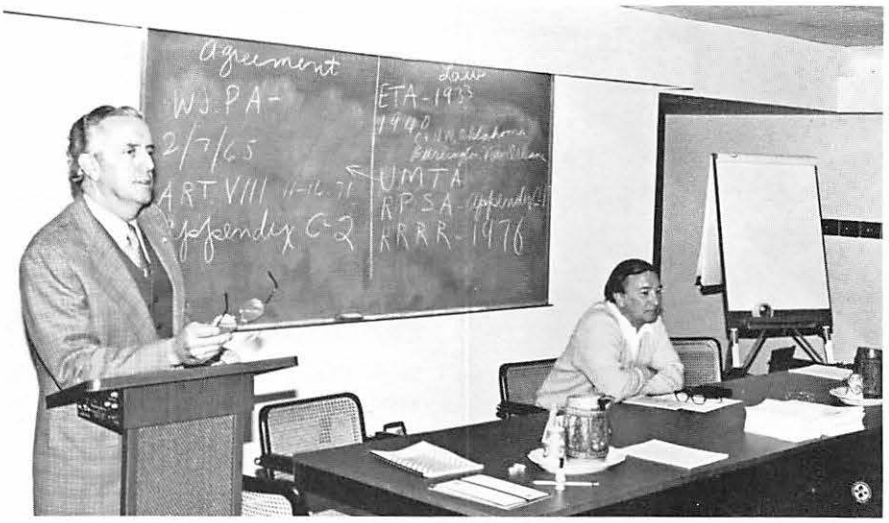
Lisa Portman tells Howard Ahrens that George Gross will describe a picture as related to him by Steve Muzi.

Howard Ahrens (left) will describe picture to Lou Sedlacek. Lisa Portman says no one in the chain has seen the picture.

The Rumor-Mill Experiment

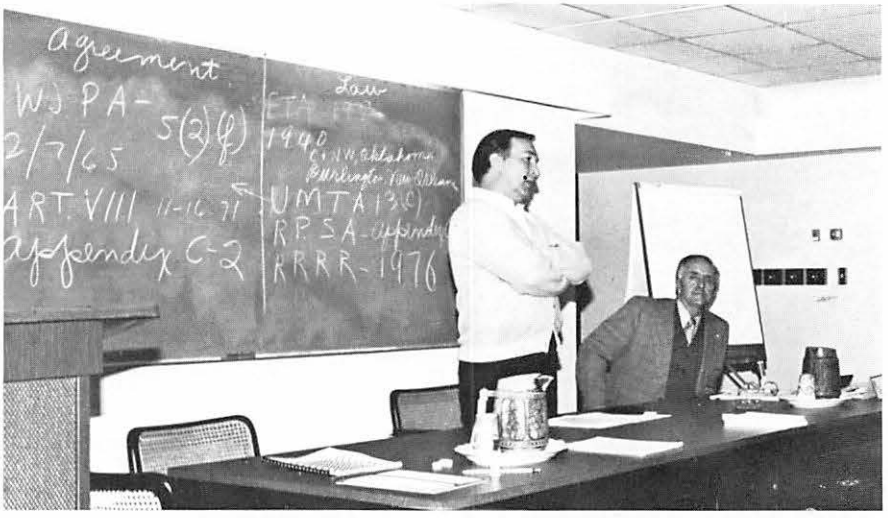
In the rumor-mill experiment, the class is given a picture of a subway car with people in it and the car appears to be standing in a station. Five students are sent out of the room. Frank J. White, general chairman, T&L Lines, Southern Pacific, is brought in. Thomas J. Ryder, general chairman, ConRail-New Haven, describes the picture to White. Stephen J. Muzi, general chairman, ConRail-Erie Lackawanna, is brought into the room. White describes the picture to Muzi. Neither has seen the picture. At each stage of the proceeding, Lisa Portman, the instructor, sets the scene for each entering student. The process continues with Muzi describing the picture as best as he can remember, to George Gross, general chairman, Seaboard Coast Line. Gross tells Howard W. Ahrens, assistant general chairman, ConRail, who then describes the picture to Louis C. Sedlacek, general chairman, Union Pacific. No one in the chain saw the picture. The results were, to say the least, humorous. Two prominently drawn figures in the picture were entirely forgotten in the retelling. Also, several unintentional distortions or changes in the picture were made by the time Sedlacek got his version. LESSON LEARNED: No matter how well-intentioned and careful people are in remembering, they can unintentionally leave out, add on or change a story or incident as they describe it to others. Often we behave or believe as we see or hear.

Richard Womack, staff representative, AFL-CIO civil rights department, said that the department works with civil rights groups, individual unions in the AFL-CIO and with enforcement agencies. He said the AFL-CIO civil rights department is working toward speeding up the handling of civil rights cases.

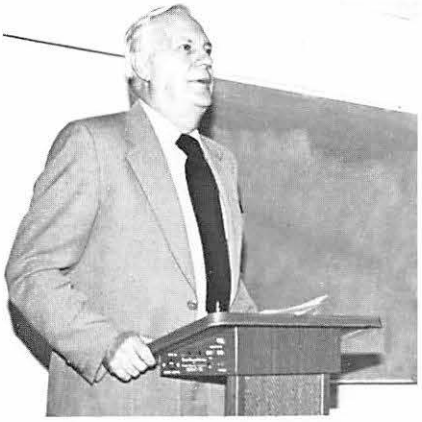


M. B. "Pete" Frye, BofRS vice president (left) and Joseph W. Walsh, BofRS vice president, spoke on employment security agreements and the law at a Monday night session. Some employment security derives from laws and some from agreements negotiated between the unions and the carriers. Some agreements are directly stipulated by law, others are initiated by the unions or the carriers.

Cynthia McCaughan, AFL-CIO civil rights department, said the AFL-CIO supports the Equal Rights Amendment and wants equal opportunity in the work place.



Joe Walsh, standing, discussed the various implementing agreements and the laws relating to the Northeast Corridor situation and the bankrupt railroads that were formed into ConRail.



E. T. Kehrer, southern area director, civil rights department, AFL-CIO, discussed the various civil rights cases that had been decided in the courts.

Protective Agreements and Laws

Protective Agreements discussed included: Washington Job Protective Agreement of 1936; February 7, 1965 agreement; Article VIII of November 16, 1971; Amtrak Appendix C-2; and Urban Mass Transportation Administration agreements. Of the various laws, the following were mentioned: Emergency Transportation Act of 1933; 1940 interpretations by the Interstate Commerce Commission relating to mergers or technological changes known as Chicago & North Western, Oklahoma, Burlington or New Orleans conditions; Rail Passenger Service Act, Amtrak Appendix C-1; 3R Act of 1975 and the 4R Act of 1976.

'Tis the season to look for the union label.

If union families don't, who will?

International Ladies' Garment Workers' Union, 22 W. 38th Street, New York, New York 10018

Second day, Tuesday, Oct. 18

Dr. Roswell Atwood, education director International Association of Fire Fighters, provided some insights in how to conduct a meeting.

Attention shown here by students held throughout the class sessions.

Lisa Portman kept everyone alert and attentive during the very important lessons dealing with psychology and dealing with other people.

Little known facts about meetings

Dr. Atwood, who also taught at Harvard University, listed some of the little known facts about meetings that may be of help to those who must conduct meetings. It is important to note that meetings should only be held when there is a reason, for example, to inform or to take action when it is required of the group. A routine meeting should last about 1 hour. Attention span is that time during which an individual can give attention. For the average person, the attention span is about 1 hour. Duties of the presiding officer at a meeting include leading the meeting, answering questions, recognizing all members in a debate, both those for and against motions.

Person-to-Person Communication

Much of a union officer's work is concerned with communicating with small groups or individual members. The psychology of such an experience was discussed by Ms. Lisa Portman. One should recognize the following barriers to obtaining a favorable response from an individual: people resist change, people are easily distracted, people talk before thinking, people hear what they want to hear, people jump to conclusions, people are defensive. Approaching people, the following hints may be helpful: state your objective as directly as possible, ask for the other person's opinion, show and express understanding for the other's viewpoint, present ideas one at a time, and let the other person get agitated or "blow off steam" without overreacting to him. You are getting closer to your goal when the other person is talking than when you are talking. The following points are worth remembering: People believe as they see; people believe as they hear; people believe according to past experience; people behave according to what makes them comfortable; and people behave according to their needs.

Gene Morrill, evening coordinator at the Labor Studies Center, and an actor as well as teacher, instructed in public speaking.

Public speaking:

Signalmen made speeches

Public speaking can be learned

A brief survey of the fundamentals: Public speaking is really speaking in public to an audience. It can be a social organization, a public body or a union local. Delivery or how you say it is one major area of public speaking. Here, one is concerned with the mechanics of speaking—being heard and understood. Things to remember are: volume, projection or loudness of voice; enunciation, articulation and pronunciation; rate of talking; contact—looking at the audience; inflection—vocal expressions; and posture of the body. Content of a speech is important. Consider what you are to say, such as to inform your audience, persude them or entertain them. In any speech, be specific and if possible, speeches should contain only one central idea. In general a speech should contain an introduction in which you state clearly the purpose and central idea. In the body, the facts supporting the central idea are given. Summarize the main points in the conclusion and if persuading, ask the audience to take action.

Henry S. Gerth, general chairman, North Western-Rock Island-GB&W, spoke on the need to remove a county court judge.

E. D. "Hod" Hodsdon, general chairman, Soo Line, described the enjoyment of hunting with a bow and arrow.

William A. Class, Jr., general chairman, Burlington Northern, spoke on the need for revising certain sections of local bylaws.

Because many students had not heard their voices from recordings, signalmen gave 1-minute speeches before a tv camera and video recorder. Their efforts were analyzed by instructor Morrill upon playback. Also, they gave another speech, of 2 minutes length, on Friday, just before graduation.

Curtis D. Plummer, local chairman, Texas & Louisiana Lines, SP, spoke on the wonderful opportunities for visitors when they come to the State of Texas.

Harvey H. Parker, general chairman, Chesapeake & Ohio-Grand Trunk Western, spoke on the meaning and importance of brotherhood.

William D. Corn is general chairman for Missouri Pacific, Lodge 72.

William P. Glavey is general chairman for ConRail (Reading).

Willis Abner, assistant general chairman, ConRail, spoke on the need for merging small committees.

R. B. Flowers, general chairman, Louisville & Nashville, spoke on the humorous misunderstandings that come about via voice accents and dialects.

Stephen J. Muzi, general chairman, ConRail (Erie Lackawanna) spoke on the need for short line railroads.

George Gross, general chairman, Seaboard Coast Line, gave a 2-minute talk and a 1-minute talk.

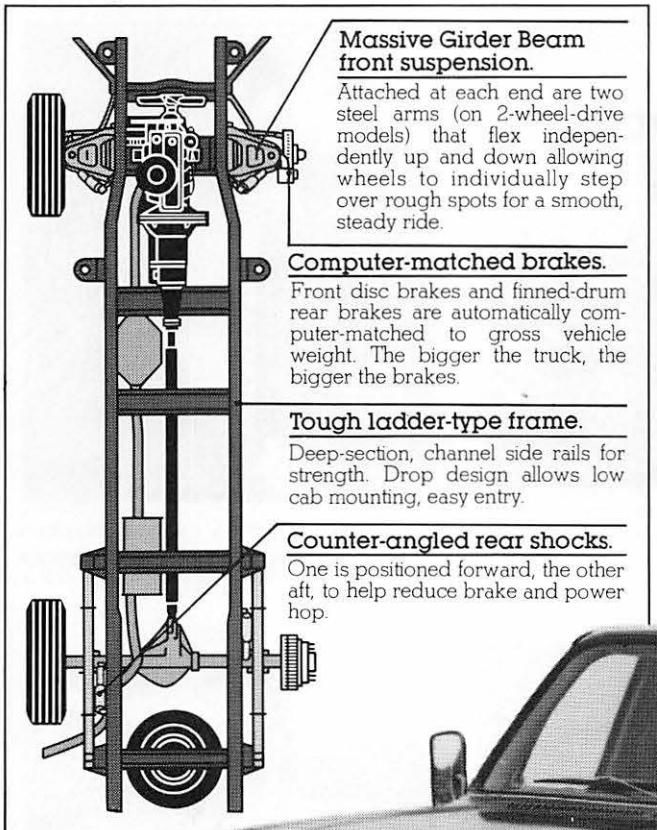
Richard J. Szprygada, assistant general chairman, ConRail, spoke about Buffalo, New York.

Billy Joe Woodruff is general chairman for Illinois Central Gulf and Toledo, Peoria & Western.

CHEVY TRUCKS. TOUGH AND TIGHTFISTED.

STANDARD PICKUPS FOR '78.

It's no longer enough to be a tough, tireless worker. Today's standard pickups have to run a long time between routine maintenance stops. We're talking about '78 standard Chevy pickups. Tough. Tightfisted. Right for right now.



Massive Girder Beam front suspension.

Attached at each end are two steel arms (on 2-wheel-drive models) that flex independently up and down allowing wheels to individually step over rough spots for a smooth, steady ride.

Computer-matched brakes.

Front disc brakes and finned-drum rear brakes are automatically computer-matched to gross vehicle weight. The bigger the truck, the bigger the brakes.

Tough ladder-type frame.

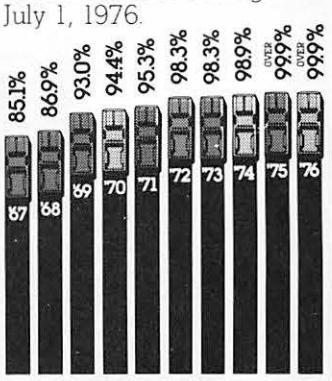
Deep-section, channel side rails for strength. Drop design allows low cab mounting, easy entry.

Counter-angled rear shocks.

One is positioned forward, the other aft, to help reduce brake and power hop.

Built to last. Look at the record.

95.7% of all Chevy trucks, in the ten most recent model years recorded, were still on the job. This is based on the latest available industry model year registration statistics through July 1, 1976.



R. L. Polk & Co., July 1, 1976. 1977 statistics not available.

Maintenance, a Chevy strong point.

For the standard Chevy 6, under 6,001 lbs. GVWR, recommended service intervals under normal driving conditions are 30,000 miles between spark plug changes, 7,500 miles between oil changes, 15,000 miles between oil filters, 30,000 miles between air cleaner elements and 7,500 miles between chassis lubes.

NEW AVAILABLE V8 DIESEL PICKUP.

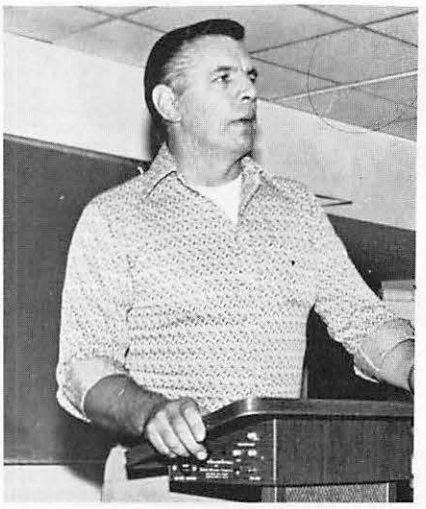
This is the kind of innovation you expect Chevy Truck to offer: a new diesel engine that gets impressive fuel economy estimates —27 mpg highway, 20 city, 23 combined. Your mileage depends on how you drive, your truck's condition, where you drive, and available equipment. Note: Chevrolet pickups are equipped with GM-built engines produced by various divisions. See your dealer for details.

CHEVY TRUCKS

BUILT TO STAY TOUGH.

Kenneth D. Raney is general chairman for the St. Louis Southwestern Railway.

Leo T. Davies, general chairman, Milwaukee Road, talked about the importance and need for public speaking courses.



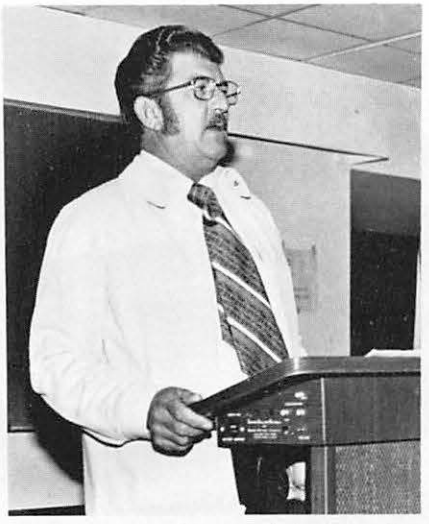
Val Van Artsdalen, general chairman, Southern Pacific, Pacific Lines, and Western Pacific, spoke about the wonderful living in California.

Frank J. White, general chairman, T & L Lines, Southern Pacific and Frisco-Katy, spoke about the duties of a church warden.

Howard W. Ahrens introduced himself as an assistant general chairman for ConRail.

Charles R. Vaught is general chairman for the Southern Railway and Georgia Railroads.

Louis C. Sedlacek, general chairman, Union Pacific, spoke about the need for keeping in contact with public officials.

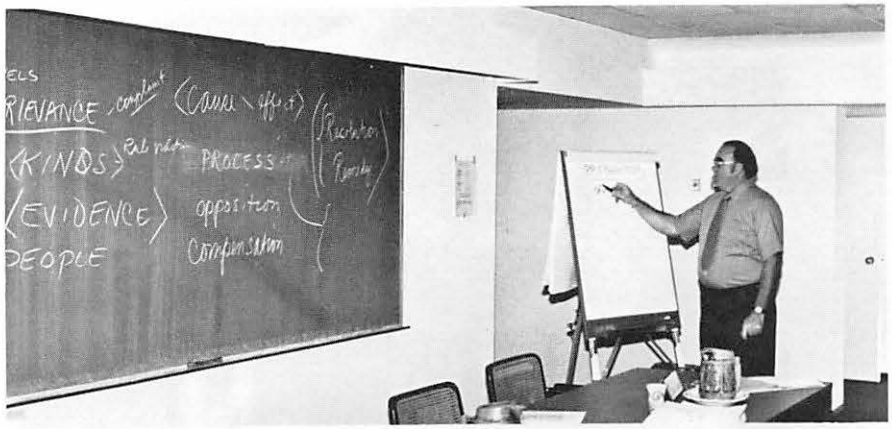


George R. Jones is general chairman for Texas & Pacific section of MoPac.

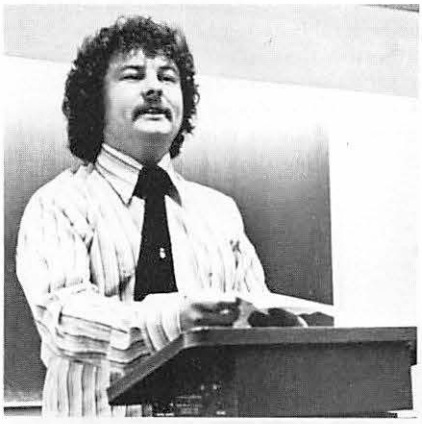
Carl T. Heitzman, general chairman, ConRail (Lehigh Valley) spoke about the importance of observing safety regulations.

Third Day, Wednesday, Oct. 19

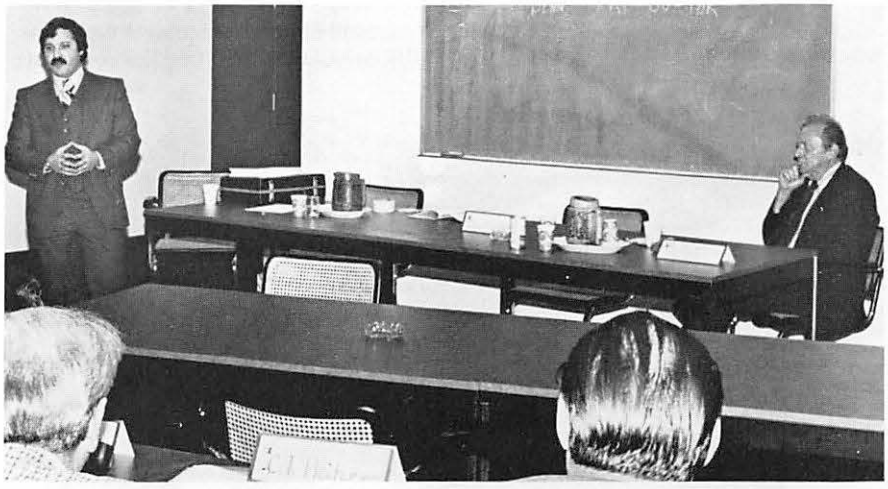
Richard R. Van Vacter is general chairman for Santa Fe-Rio Grande Western-Kansas City Southern Lines.



Gene Morrill, who taught public speaking, had students participate in a brainstorming session for getting ideas to put into a speech. After several students suggested ideas, they were then asked to rate the importance and select the material that would go into the talk. Participation was great and it was easy to see that a talk can contain many ideas. The object is to make it logical, coherent and interesting, as well as get the point across to the audience without boring or losing them.



Thomas J. Ryder, general chairman, ConRail (New Haven) told how to make clam chowder.



Benn Prybutok, executive assistant to the Insurance Commissioner of Pennsylvania (left) talked on the art of lobbying. He was introduced by William Gillen, (right) who is assistant director, George Meany Labor Studies Center.

V. Joseph Sartini, general chairman, Norfolk & Western, talked about his job.

How to practice the art of lobbying

Dealing with the leadership in a legislature is probably the most important aspect of lobbying. Of course, one must know the legislative process. In this respect, one must work very closely with legislative staffs of individual legislators as well as with various committees of the legislature.

Fourth Day, Thursday, Oct. 20

Leaving for the bus tour of Washington are (left to right) Madge Harrington, Cathy and Bill Glavey, and George Harrington. Buses took BofRS members from the George Meany Center for Labor Studies in Silver Spring, MD to the National Visitors' Center at Union Station, then to the Railway Labor Building to visit BofRS' Washington office of Joe Walsh, and the Railway Labor Executives' Association offices. Members met Dick Howard, secretary-treasurer of LABOR newspaper, also headquartered at Railway Labor Bldg.

John Hansen, director of research, BofRS, described the tour of Washington, especially the capitol area, the National Visitors' Center at Union Station, the Federal Bureau of Investigation, and Arlington Cemetery. BofRS members and their wives were able to have lunch at one of the House Office Buildings' cafeterias. Some members visited the offices of their Congressmen.

Leaving the Labor Studies Center on Thursday morning are (left to right) Ken and Alice Raney, Bill and Vi Corn, and Bernie Britcher in the background.

Edward P. Beard (standing) is Democratic Congressman from Rhode Island's Second District. He was introduced by Joe Walsh (right) BofRS vice president. Beard is chairman of the Blue Collar Caucus, a group of 14 Representatives who at one time or another were workers and union members. Beard said the major asset of a Congressman is to have common sense and be able to make decisions. Another point he made in talking to BofRS general chairmen, officers and staff, is that a Congressman must serve his constituents. Beard is a member of House committees on veterans, and education and labor.

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For simple, reliable control of car speeds in car-handling facilities

AUTOMATIC OR MANUAL CONTROL

ALL-WEATHER OPERATION

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DEPENDABLE - Electric operation provides all-weather performance. Electric power is easily controlled, practically immune to cold weather failure, and is readily available.

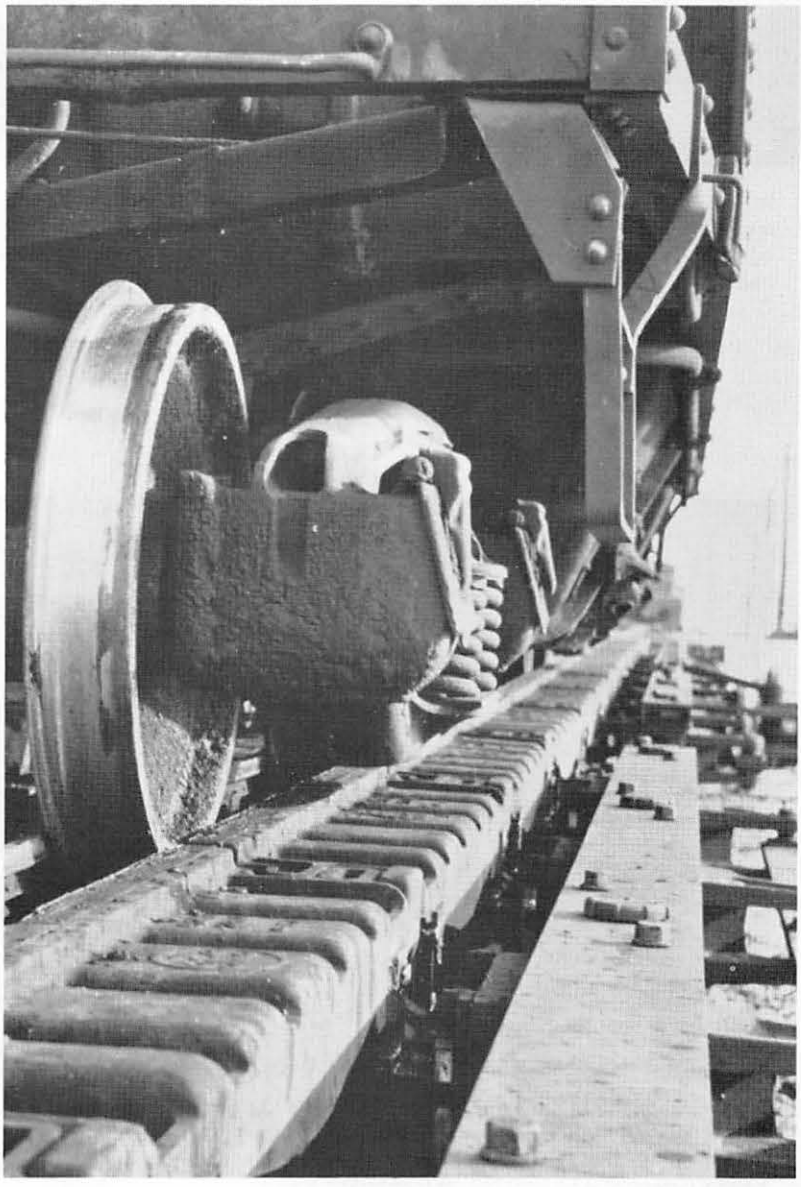
ECONOMICAL - Energy required to change retarder position only; actual braking pressure by powerful springs. Energy consumption averages less than 0.07 kWh per car handled.

ADDED SAFETY - By restoring retarder to the closed position as soon as each car is released, retardation is always available. In fact, a car can be held in the retarder even with complete power failure.

EASY MAINTENANCE - One adjustment takes care of shoe wear for the entire retarder. Bolts and lubrication points are readily accessible.

VERSATILE - Cars with 28 to 38 inch diameter wheels and weighing up to 160 tons can be handled with precision. Applications range from spotting empty cars in barney pit operations to handling large, heavyweight cars in a full-scale class yard. Optional brake shoes provide a wide variety of velocity head ratings.

RETARDER	TYPICAL APPLICATIONS
Type E1	For handling cars of 100 tons or less in industrial applications or low volume class yards.
Type E1H Type E1HS	For upgrading existing Type E1 retarders for handling cars of up to 125 tons.
Type E160	As a hump or group retarder in today's modern high-capacity classification yards — can handle up to 160 tons.



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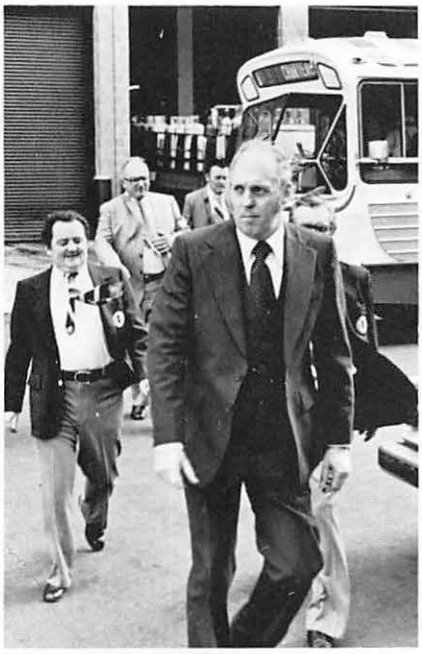
3647

In the Union Station waiting room, now the National Visitors' Center, BofRS members and wives waited while some looked at the exhibits. Shown here (left to right) are: Joe and Peg Walsh, Ruth Harwell (wearing dark glasses and seated on a bench), Roberta Lauer, Edith Flowers and Leah Hodsdon.

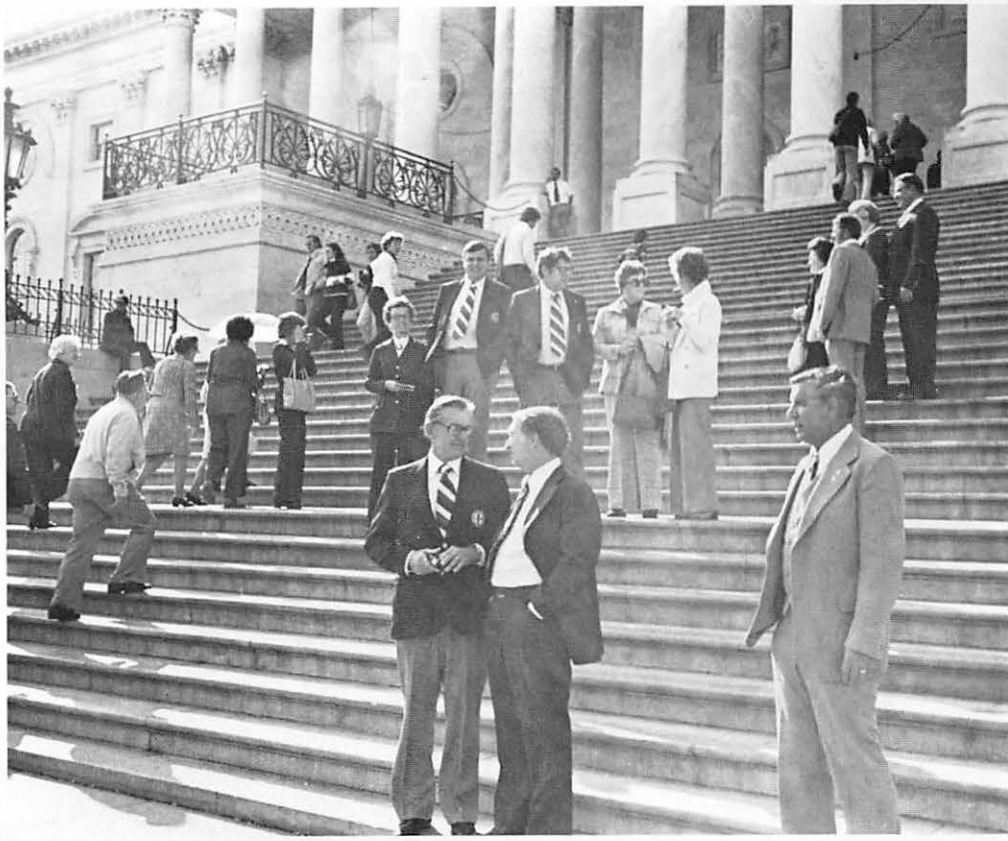
Crossing the street from the bus to enter the Railway Labor Building are (from the front going back into the picture): Roy Flowers, Curtis Plummer, John Hansen, Tom Ryder and Val Van Artsdalen.

Returning to the bus from the Capitol are (left to right): George Harrington, Bill and Cathy Glavey, Madge Harrington, Marion and Carl Heitzman. From here, the group was taken to the Federal Bureau of Investigation where they made a tour of the headquarters of a federal law enforcement agency.

Going to the Railway Labor Building (shown here front to back, left to right) are: Marge Chandler, Lee Davies, Steve Muzi, Bill Woodruff and Bill Class (white shirt).



Bob Mitchell (front), grand lodge representative, is about to enter the Railway Labor Building. Behind his left shoulder is Witt Harwell, glr, and behind him (in full view) is Tony Cunningham, member, grand board of trustees. Bringing up the rear are Dick Szprygada (left) and Lou Sedlacek, on Dick's left.



The people shown here on the Capitol steps (east side) are identified on Contents page 3. They are nicely grouped for a picture and shown on the front cover. Not all are shown on the cover, because some are not in our group.

Bill Woodruff (left), Val Van Artsdalen (center) and Marge Chandler (right) are leaving the Capitol.

Bernie and Betty Britcher were caught by the camera as they were heading for the bus to take them to FBI headquarters.

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We know that beyond outstanding circuit security in your underground railroad signal cables, you need mechanical protection and easy splicing. And here's how we give them to you:

First, we built in an extruded cushion to protect Damage Free (DF) cables from installation damage and to provide improved mechanical integrity to the cables over their in-service lifetime. In addition, it forms an effective moisture barrier. This cushion is extruded directly over the insulated conductor in armored constructions; in non-armored cables, we extrude it over an inner polyethylene jacket.

Then for quick and easy splicing and

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and a "zipper."

terminating, we added "zippers"—pull cords that work by hand. In armored DF constructions, one cord pulls to open the conductor cushion, the other the cable jacket. In non-armored DF cables, the pull cords open the inner polyethylene jacket, the cushion, and the overall jacket.

For full details on other benefits (including the optimum balance of electrical and physical properties our thermosetting Okonite EPR insulation gives you) contact the Okonite Company, Ramsey, New Jersey 07446.

OKONITE

OK-491

Graduation from Union Leadership Course

Tom Bates reported progress on national negotiations that had been taking place during the week of schooling. He then congratulated students on their progress and said he was most happy to present the certificates of completion.

Graduation Day at the George Meany Center for Labor Studies for Signalmen was Friday, October 21, 1977. Students received a Certificate stating: "This certifies that (name of student) has satisfactorily completed the course of study in Brotherhood of Railroad Signalmen Leadership Training Program, Oct. 16-21, 1977, and is awarded this certificate of completion." The Certificate is signed by R. T. Bates for the BofRS, and Fred K. Hoehler, Jr., Executive Director, Labor Studies Center. Participating in the graduation ceremony were M. B. Frye, BofRS vice president, who did much of the work of coordination with the Labor Studies Center; R. T. Bates, then secretary-treasurer of the Signalmen; and Ms. Lisa Portman, assistant director of the Studies Center.

Steve Muzi, EL general chairman, has his certificate, but watches the camera.

Tom Bates congratulates Tom Ryder, New Haven general chairman, upon receiving his certificate.

Lisa Portman makes a point which Harvey Parker, C&O-GTW general chairman, enjoys. Tom Bates (left) and Pete Frye are getting ready to hand out more certificates.

George Jones, general chairman, T&P, receives his certificate from Tom Bates, and both are enjoying the occasion.

Lisa Portman and Bill Class, BN general chairman were just about to shake hands as the camera caught them.

Bernie Britcher, ConRail general chairman, receives congratulations from Lisa Portman, instructor in psychology.

Lisa Portman and Henry Gerth, C&NW-RI general chairman, obviously enjoy the certificate award ceremony.

Tom Bates (left) hands Val Van Artsdalen, SP-WP general chairman, his certificate upon completion of leadership training.

Charlie Vaught, Southern general chairman, receives congratulations from Lisa Portman on completing the leadership course.

Lisa Portman extends the hand of congratulations to Lee Davies, Milwaukee Road general chairman.

Bill Corn, Missouri Pacific general chairman, receives Tom Bates congratulations upon completing the leadership course.

The camera attracted Tom Bates' eyes as he congratulated Bill Glavey, Reading-CR general chairman, upon graduation.

Carl Heitzman, Lehigh Valley-CR general chairman looks at his certificate. Pete Frye in background had certificates.

Dick Szprygada, assistant general chairman ConRail, was well aware of the camera when he received his certificate.

Bill Woodruff, Illinois Central Gulf general chairman, obviously enjoys graduation. Lisa Portman congratulated him.

Hod Hodsdon, Soo Line general chairman, receives Tom Bates' handshake upon graduation. Pete Frye is in background.

Roy Flowers, Louisville & Nashville general chairman, listens as Lisa Portman congratulates him upon his graduation.

George Gross, Seaboard Coast Line general chairman, enjoys graduation ceremony with Lisa Portman, Tom Bates and Pete Frye.

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The source for high quality Weston meters. We can supply from stock such Weston items as the Model 749 AC Clamp Volt-Ammeter (shown)... pocket sized, fully insulated for 750 volts service. We also have others like the "Drop-Proofed" Model 660 VOM Series designed for railroad use as well as the exciting, new Model 6000 Autoranging Digital Multimeter.

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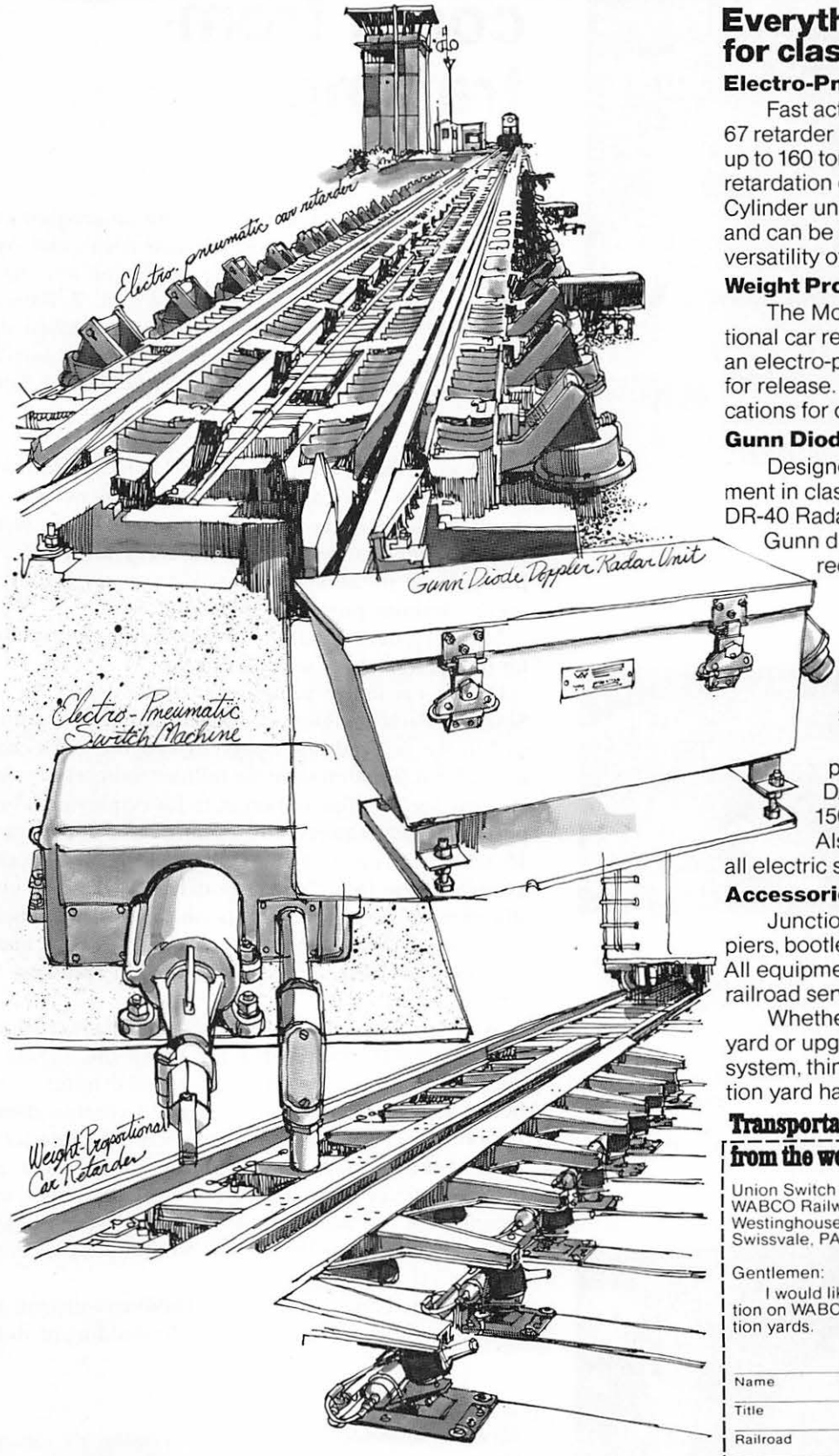
Dick Van Vacter, Santa Fe general chairman, receives the Lisa Portman congratulations upon graduating from the BofRS leadership training course.

Lou Sedlacek, Union Pacific, general chairman is congratulated by Lisa Portman and Tom Bates upon graduating from the union leadership course.

Ken Raney, St. Louis Southwestern general chairman, is congratulated by Lisa Portman upon his graduation from the BofRS leadership training course.

WABCO's Hardware Store.



Everything you need for classification yards

Electro-Pneumatic Car Retarder

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R. T. Bates stressed the need for training of employes so that they can work more safely and more productively. Bates, at podium, was introduced by John T. Bass, BofRS vice president, seated, who was railroad labor chairman of the conference.

Shown at the head table of the railroad program are (left to right): A. R. Lowry, assistant vice president labor relations, Amtrak; V. Wayne Merritt, assistant vice president labor relations, Milwaukee Road, and management chairman of the railroad program, National Transportation Apprenticeship and Training Conference; John T. Bass, labor chairman of the railroad progam, NTATC; R. Thomas Bates, then secretary-treasurer of the Brotherhood of Railroad Signalmen, since elected president of the Signalman; and E. A. Egbers, then vice president labor relations, ConRail, now with Burlington Northern.

Skill, safety come from training

The training of signalmen has become an accepted fact of life on most railroads. How this came about, and some personal experiences concerning on-the-job and other types of training were related by President R. T. Bates at the annual meeting of the National Transportation Apprenticeship and Training Conference held in Louisville, KY on September 28, 1977. Essentially full text of Bates' talk follows.

Although many railroads in the United States have made a great deal of progress in methods of training signal employes in recent years, strange as it may seem, some carriers continue to resist every effort of our Brotherhood in the negotiation of meaningful apprenticeship training program agreements.

My background, I am sure, will explain my enthusiasm for proper training of signal employes.

Due to my father being a signal maintainer for the Southern Pacific in Oregon, I was raised on railroading, and in the railroad atmosphere. I suppose it was only natural that my interests in the railroad industry began at an early age. My first opportunity for employment on a position which required any training came at the age of 16, when a position of night engine watchman became available. The term "engine watchman" was the classification the SP gave to a position at an outlying point where an engine was tied up for a period of time, and it was necessary that the engine be kept in readiness for service.

What the job really consisted of, was that the engine watchman was responsible for firing the engine at intervals to keep up steam pressure and water in the boiler. Lighting a fire in an oil fired locomotive doesn't require a lot of skill, but not burning up the deck and other parts of the locomotive, not blowing up the boiler, and the community with it, not melting soft plugs, and securing the engine, did require the employe to have a pretty good knowledge of the workings of a steam locomotive.

Since I had spent a lot of my childhood around the tracks, I did have a fairly good understanding of steam

Signalmen attending the meeting in Louisville, KY included (shown here, left to right): Charles S. Chandler, vice president, BofRS; John E. Platt, vice president, BofRS; Roy B. Flowers, general chairman, Louisville & Nashville; and William A. Class, Jr., general chairman, Burlington Northern.

engines, however, mechanical officers of the SP had no way of being aware of that knowledge.

I can't recall just how I made application for the engine watching position, but I remember that I was instructed to meet the assistant master mechanic at the track at the end of the school day to find out if I would be hired for the job. After introducing myself to the assistant master mechanic, we boarded an engine with the fire extinguished. He told me to light the fire in the engine, and being more than a little nervous, I immediately ran burning oil all over the underside of the engine, and we both spent the next few minutes shoveling sand over the burning oil to keep it from burning the deck boards and insulating wrapping on parts of the engine. Notwithstanding that performance, and without any testing, or instruction, the assistant master mechanic told me to go home and get ready to go to work at 8:00 P.M. for a 12-hr. shift.

During these 12-hr. night shifts, there was only one other railroad employe on duty, a train order operator about three blocks away, who had absolutely no knowledge of a steam locomotive. No supervision or instruction was provided for the engine watchman.

During my last two years of high school, I held motive power positions of machinist helper, hostler helper, fuel oil attendant, stationary engineer, and steam ditcher fireman, and received the same training for each of those positions as I had received as engine watchman. Keep in mind that all of the positions except machinist and hostler helper were without any direct supervision.

In all fairness, I have to point out that my experience in the motive power department for the SP came during World War II when manpower was at a premium. When I graduated from high school and was waiting for call to active duty in the Navy Reserve, I hired out in the SP signal department. My first position, as it was for most new employes, was signal helper, but after two weeks I was advanced to assistant signalman. The collectively bargained classification rule governing assistant signalman, which was applicable at that time, stated that an assistant signalman was "an employe, in training for the position of signalman or signal maintainer."

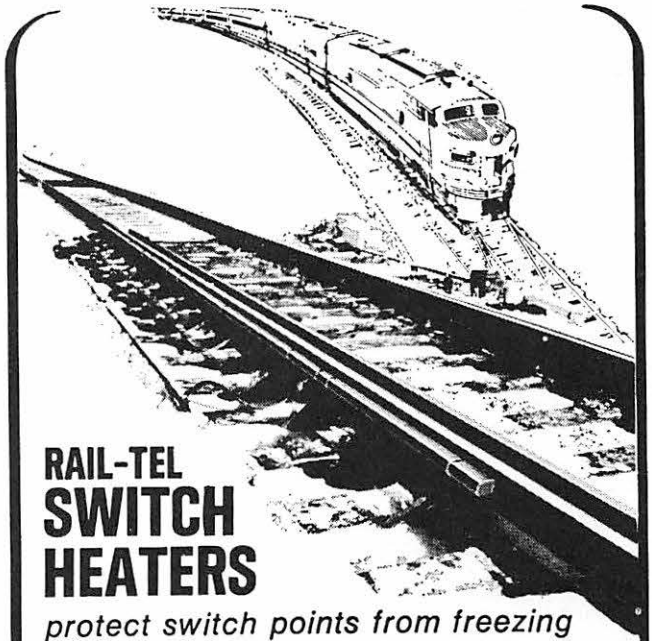
I'm sure many of you will recall that during the World War II years, the railroad unions were anything but militant, and many agreement rules were not observed, due to the employes making every contribution they could to the war effort.

I had worked less than three weeks as a signal helper and assistant, when the lead signalman, the employe in charge of the other four assistant signalmen and myself, handed me a pair of pole climbing hooks. Naturally I had no idea what he wanted me to do with them. He quickly explained that I should put them on, and climb a pole, pull up a cable car with a handline, put the cable car on the cable and begin painting the cable. After several unsuccessful attempts, the leader finally told me, that the gaffs in the hooks had to be on the inside of my legs, rather than the outside, or I would have a lot of difficulty climbing the pole. To make a long story short, I did climb the pole, and I did paint the cable. However, I am sure you will all agree that the training I received to become a lineman left a lot to be desired.

After working four months as an assistant signalman I was called for active duty in the U.S. Naval Reserve. I was extremely fortunate during the Navy experience, since I was chosen to attend a basic engineering school. The course lasted only ten weeks, but not only did I learn a great deal about electricity, refrigeration, marine steam boilers and machine tools, I learned that there is a way to teach people to work with their hands without resorting to trial, error and frustration. Shortly after returning to signal service with SP, I was assigned a journeyman position in a signal gang. I am sure everyone knew that I did not have the proper training to perform the duties I was assigned.

When we are young, I think we tend to not realize the tremendous responsibility our employers place on our shoulders, and it took a few years and a number of near casualties before I came to realize that I was not trained to perform all of the duties entrusted to me.

The climate for learning however, was about the poorest I think could exist. The SP expected every employe to be productive, 100% of the time, and this simply left no time for training or instruction. When seeking knowledge from a foreman or supervisor, the



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most frequent answer I received was simply: "If you would get to work you wouldn't have so much time to ask questions." In those days we learned by trial and error. Many times those errors resulted in costly delays to traffic and in some cases equipment was damaged and replacement of the equipment was a high cost item to the railroad.

Most employes caught in my circumstances studied books and manuals that were purchased by the employe. However, at that time there were few text books that related to the signal craft, and learning at night under adverse living conditions is truly doing it the hard way.

I was never satisfied that signal employes could not be better and more productive employes if they were given an opportunity to learn the requirements of the position they were employed to perform. My attitude persisted during the 19 years I worked in SP signal service.

During the six years I acted as local chairman for the Brotherhood and remained in full time SP signal service, I often questioned Southern Pacific officials about the inadequate training for signal employes on our operating division. The answers I received left me with only one conclusion: if all employes were given the same opportunity for training, the SP would have to advance employes in accordance with their capabilities, rather than personal preference of supervision.

Upon being elected a full time general chairman in late 1963, I began to learn that all railroads did not share the same attitude on training as the SP. I learned that one of the smallest railroads in the United States was really making an effort to train signal employes. The Western Pacific had instituted a training program and had upgraded it in 1961. I also learned that the Canadian National had a very effective training program in force for their signal employes.

A notice to negotiate a training program agreement with the SP had been served two years prior to the time I assumed the duties of general chairman on that property. I quickly learned the reasons the previous general chairman had not been successful in negotiating that agreement. SP's attitude was that they had been operating for a lot of years under the present conditions, and they were not going to change those conditions. SP objected to any compulsion for training being placed on new employes.

The Brotherhood of Railroad Signalmen's position was and is, that effective training must be administered in a positive fashion, and all new employes entering training must be compelled, as a condition of employment, to be properly trained. We cannot, and will not, agree that a railroad's failure to train employes should be cause for dismissal, but when proper training is made available to the employes, we do agree that new employes must take advantage of that training.

At the time we negotiated with SP for an apprentice training program, the BofRS did not insist that all of the training be accomplished during working hours. In fact, the Brotherhood's position was simply that proper training manuals be furnished and that examinations be taken during compensated hours. Even with that liberal position, SP would not agree that training should be provided.

After many months of frustration, the Brotherhood invoked the services of the National Mediation Board in an effort to resolve our differences, and after months of mediation, we finally reached an agreement on training. The original agreement has been revised several times, and I understand that the training program now in effect on the SP is very effective and that SP's attitude toward such training has materially changed during the past ten years.

We only wish that all railroads would become convinced that a properly trained employe, is a much more productive and safe employe.

The really gratifying part of all of the things I have related is simply that in many cases, railroad managements have finally begun to accept a more progressive perspective and are realizing that a well trained employe is a more productive, efficient and happy employe than one who is really incapable of performing all of the duties he might be assigned.

In 1968 I had an opportunity to assist in the negotiation of a training agreement with the Santa Fe which has been improved since that time. A few months ago I had an opportunity to view the fine facilities the Union Pacific has provided at Salt Lake City. The Burlington Northern; Seaboard Coast Line; Louisville & Nashville; ConRail; Amtrak; Chesapeake & Ohio; Baltimore & Ohio; Frisco; Kansas City Southern; Chicago, Rock Island & Pacific; Chicago & Northwestern; Milwaukee; Norfolk & Western; Denver & Rio Grande Western; Illinois Central Gulf; and Missouri Pacific have all negotiated meaningful training program agreements with the Brotherhood. I apologize if I have overlooked any of those carriers who have developed training programs.

The railroad industry has made a great deal of progress in recognizing the need for training employes during the past 10 to 15 years.

However, I'm sure we all agree that training is a never ending function, and progress must continue to be made in that area. I am equally sure we all agree that railroad labor, as well as management, must continue to search for better and more productive methods for training.

Perhaps I have just related the good news, however there is a bit of bad news which should be included in this report.

Southern Railway should be included in the bad news. Southern has negotiated for several years with the Brotherhood of Railroad Signalmen for a training agreement, but insists that employes being trained should have their earnings reduced while learning a trade which will benefit the railroad. We have not reached agreement with Southern, however, we hope that an agreement will be reached in the not too distant future. I think we should include the Soo Line in the bad news. It has been necessary for the Brotherhood to go to arbitration for a training agreement with Soo.

Training session for local chairmen and local financial secretaries held on Friday, September 16 at Coraopolis, PA was attended by over 75 members. Here, Vice President Pete Frye is discussing a hand-out sheet of material.

M. B. "Pete" Frye, BofRS vice president, stressed the importance of the local chairman's job, particularly with respect to grievance handling.

Regional meeting has training session for local chairmen

Meeting on training was held on Friday, and regional meeting was held the following day on Saturday, near the Pittsburgh airport.

Joseph W. Walsh, BofRS vice president, discussed the Railway Labor Act and the importance of the National Railroad Adjustment Board in handling claims and grievances.

The training session stressed the importance of local chairmen and local financial secretaries. Key points for local financial secretaries to remember are: notify employes of the union shop agreement; important that all members are treated fairly and equally under the union shop; important for everyone in a local to cooperate with the financial secretary; and every local committee should have bylaws so it will have the authority to make expenditures. For all members, and especially for the local chairman it is important to know your agreement. Speakers at the session emphasized the importance of settling claims on the property. Compromise may be required, but is essential.

R. T. "Tom" Bates, then secretary-treasurer, BofRS, described important aspects of local financial secretary's job and the responsibilities that go with the job. Meeting reporting deadlines is most essential, he said.

Over 120 members attended the Pittsburgh, PA regional meeting held in Coraopolis at which they heard talks about insurance, pensions and progress in the triennial wage negotiations with railroads.

President Charles J. Chamberlain brought members up to date on wage negotiations and the state of the railroad industry.

Joseph W. Walsh, (at podium), BofRS vice president, introduced speakers and the general chairmen present. Shown here (left to right) are: R. T. Bates, BofRS secretary-treasurer; C. J. Chamberlain, BofRS president; Walsh; and C. S. Chandler, BofRS vice president.

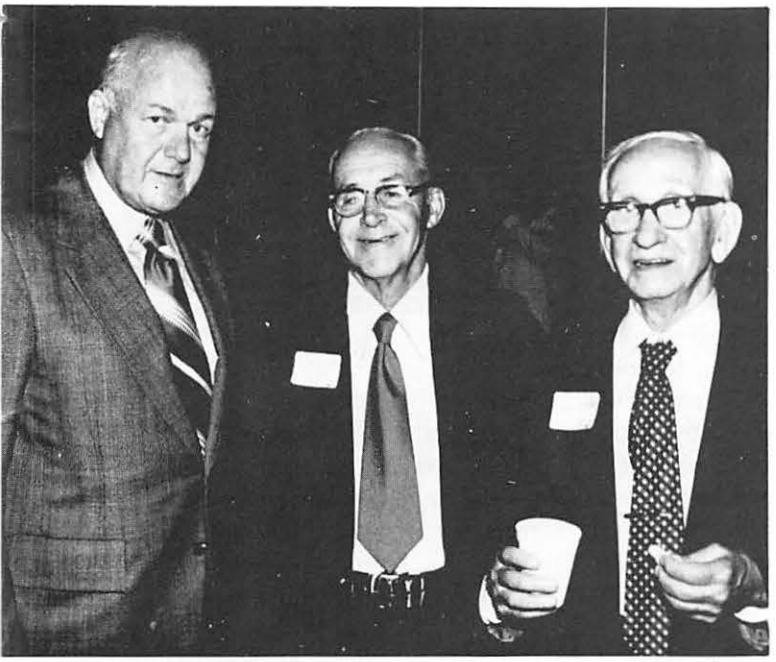
Merrill E. Phillips, secretary group department, The Travelers Insurance Companies, said that with increased health costs it is most important to look into the type of care being received.

R. Thomas Brown, manager, life and health claims, AEtna Life and Casualty Co., said that the advance claim review for dental work is most important. Your own dentist fills out a form describing the work to be done and this is reviewed by AEtna dental experts prior to approval for proceeding with the work.

W. F. Holl, regional director of safety, Federal Railroad Administration, at Philadelphia, PA, described the operation and organization of FRA.

Monongahela signalmen (left to right) Edward Britt, E. Nesti and George Ignotz (far right), who is general chairman, meet C. J. Chamberlain.

Two Bobs meet at regional conference. At left is Robert L. Dankert, vice general chairman, Chesapeake & Ohio; and on the right is Robert C. Buck, vice general chairman, Grand Trunk Western.



The Davis family of the Pittsburgh area have three generations of railroad signalmen, all employed by the Pennsylvania, Penn Central or ConRail. Shown here with C. J. Chamberlain (left) is George Davis, signal maintainer and a member of Greensburg Lodge 62. George's father Thomas (far right) was also employed by the Pennsylvania. He spent 44 years with the PRR and was a former local chairman of Lodge 62. He is retired and was 88 years old on Nov. 3, 1977. Tom's grandson Gary also works as a signal department employe for ConRail, but was unable to attend the regional meeting.

Charles R. Pouliot, assistant to labor member, Railroad Retirement Board, described operations of the railroad pension fund.

Donald Leiderman, manager of claims, Provident Life & Accident Insurance Co. described supplemental sickness insurance.

Gerald Orndorff, retired BofRS vice president, said he enjoyed meeting the newer members and wished them well in their jobs and lives.

Frank Petro, attorney for Henslee, Monek & Henslee, told how the Federal Employers' Liability Act works for railroad employes. Petro is at right.

Personal Aids and News

Railroad Retirement Board news from W. D. Best, secretary-treasurer, BofRS

The Federal Medicare program provides hospital and medical insurance protection to railroad retirement annuitants and their families just as it does for social security beneficiaries. Hospital insurance coverage is financed through payroll taxes paid by employees and employers, while the voluntary supplementary medical insurance coverage is financed by premiums paid by participants and by Federal general revenue funds. Medicare coverage generally begins at age 65 but coverage may begin before age 65 in the event of total disability or, under certain conditions, chronic kidney disease.

The following questions about the Medicare health insurance program are frequently asked of the U.S. Railroad Retirement Board which enrolls railroad retirement beneficiaries under Medicare.

(1) What is covered by Medicare hospital insurance?

Hospital insurance pays a substantial part of your hospital bills. Covered services include semiprivate rooms, regular nursing services, drugs, supplies, and equipment furnished during your stay in a hospital. Inpatient hospital services also include operating room charges, intensive care services, and other specialized services that are ordinarily available only in a hospital.

Under certain conditions it also helps pay for care in a skilled nursing facility or at home after a hospital stay.

(2) What services does Medicare medical insurance cover?

Medical insurance can help pay for doctors' services, outpatient hospital care, and many other health services and supplies prescribed by your doctor such as diagnostic services, X-ray or other radiation treatment, surgical dressings, casts, braces, prosthetic devices, medical equipment such as a wheelchair and certain ambulance services.

The medical insurance plan is voluntary and participants pay monthly premiums for it.

(3) I will be 65 in 1978. How do I sign up for Medicare coverage?

Enrollment for both hospital and medical insurance is automatic at age 65 for annuitants on the Railroad Retirement Board's rolls. Individuals who have not yet retired by age 65 must file Medicare applications to get coverage. Medicare applications should be filed at a field office of the Board during the three months prior to the month of their 65th birthday for immediate coverage at age 65.

(4) Who is eligible for Medicare coverage before age 65 because of disability?

Disabled employees, disabled widows (age 50 or older) and disabled children (age 18 or older and disabled before age 22) may qualify for Medicare coverage after they have been totally disabled for at least 29 consecutive months. Individuals who meet these requirements and are receiving disability annuities from the Railroad Retirement Board are enrolled automatically when they qualify.

Some eligible persons who are not on the Board's rolls, such as the disabled children (age 18 or older and disabled before age 22) of retired employees, must contact a Board field office to apply for Medicare. Other eligibles who would have to contact the Board are annuitants retired before age 65 on the basis of age who have become totally disabled in the meantime, and widows age 60 or older who are totally disabled but have not filed a disability claim because they are receiving benefits on the basis of caring for minor or disabled children.

(5) Must I actually be receiving a railroad retirement annuity before my spouse or child or I can qualify for early Medicare coverage if we become victims of chronic kidney disease?

No, neither the employee nor spouse or dependent child need be an annuitant. However, the employee must meet certain minimum earnings or service requirements. It is also required that the individual's physical condition necessitate kidney dialysis (use of a kidney machine) or a kidney transplant. Medicare coverage can begin with the third month after the month he or she begins kidney dialysis.

(6) When I was 65 I chose not to have Medicare supplementary medical coverage. Will I have another opportunity to obtain this coverage?

Yes. You can apply for Medicare supplementary medical insurance coverage again but coverage will not begin immediately. If you enroll

during the first three months of any year, coverage is effective July 1 of that year. If you enroll after March in any year, medical insurance coverage will be effective July 1 of the following year.

(7) Will the Medicare coinsurance charges a beneficiary pays for hospitalization increase in 1978?

Yes. In 1978 a Medicare patient will have to pay the first $144 of his or her hospital bills, $20 more than the 1977 charge of $124.

In addition, a patient's daily bill for hospital care for the 61st through the 90th day will be raised from $31 to $36 and the daily costs for post-hospital care in a skilled nursing home for the 21st through the 100th day will go up from $15.50 to $18.

If a beneficiary uses his "lifetime reserve" days, the extra 60 hospital days a beneficiary can use when he needs more than 90 days of hospital care in the same benefit period, he will pay $72 for each reserve day used, instead of $62 per day.

(8) Will the Medicare premiums deducted from railroad retirement and social security checks be increased in 1978?

Through mid-1978 the basic premium will remain $7.70 per month plus 10 percent for each 12-month period a person could have been enrolled for medical insurance but was not. However, the premium may increase July 1, 1978, if program costs have increased because of higher charges for medical services.

(9) When my husband died, I elected to receive a residual lump-sum death benefit in lieu of future monthly railroad retirement widows' benefits. I am nearing age 65. Am I eligible for Medicare?

If you are insured for monthly railroad retirement or social security benefits on your own or someone else's earnings, you would qualify for Medicare on that basis. If not, you could still have Medicare coverage but the cost would be higher. In addition to monthly medical insurance premiums, you would also have to pay monthly premiums for hospital insurance coverage. For persons not insured for railroad retirement or social security benefits, the current monthly premium for Medicare hospital insurance is $54.00. Since persons insured for railroad retirement or social security benefits do not pay a monthly premium for Medicare hospital insurance coverage, this is an important consideration for widows thinking of electing a residual lump-sum death benefit in lieu of future monthly railroad retirement widows' benefits.

Use common sense in your winter recreation programs

Hiking in the winter packs a thrill all its own — the bite of the cold, the stark beauty of the trees. But, before you set out on a jaunt, here are things to think about.

The U.S. Department of Agriculture has some good reading for you to do before you go, in the Winter Recreation Safety Guide. It has advice on clothing, map reading, dangers to watch out for, and some first aid advice. For your copy of the Winter Recreation Safety Guide, send 90 cents to the Consumer Information Center, Dept. 132E, Pueblo, Colorado 81009.

Before you go, tell a friend your planned route of travel. And be sure to check in with that person when you return.

What you wear and the equipment you take is very important. Layers of clothing you can adjust to the weather are best. Be sure to pack matches in a waterproof container, a candle, high-energy food, a plastic tarp, a signal mirror, and a first aid kit.

When you set out on your venture, keep in mind that cold weather can set in suddenly and unexpectedly, and that prolonged exposure to the cold can kill a person.

In cold weather, the minute you begin to lose heat faster than your body produces it, you are undergoing exposure. Two things happen: you voluntarily exercise to stay warm, and your body makes involuntary adjustments to preserve normal temperature in the vital organs.

Both of these body responses drain your energy reserves. The only way to stop the drain is to reduce the degree of exposure.

If exposure continues until your energy reserves are exhausted, the cold will affect your brain, depriving you of judgment and reasoning power.

This serious condition is called hypothermia. And you won't even be aware that it's happening. Most hypothermia cases develop in air temperatures between 30 and 50 degrees. Many outdoors enthusiasts simply can't believe these temperatures can be dangerous. But they can. And the results could be fatal.

One way to defend against hypothermia is to stay dry. When clothes get wet, they lose about 90% of their insulating value.

Choose rainclothes that are proofed against wind-driven rain and that cover the head, neck, body

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PA&N Cont'd.

and legs. Before you go, test your rain gear under a cold shower to check the protective coating.

Take woolen clothing to keep warm — two-piece woolen underwear, or long wool pants and sweater or shirt. Include a knit cap that can protect neck and chin.

Know when to quit. There are times when it's better to give up reaching the peak or getting the fish or whatever you had in mind.

Do Not Buy

All trade unionists and their families are requested to support consumer boycotts against the products and services of the companies which, because of their anti-union policies, do not deserve union patronage. All national and international unions are urged to inform the Union Label and Service Trades Department whenever any boycott is lifted so the respective company can be removed from the Unfair List. This listing is subject to change and will be amended from time to time.

American Buildings, Inc.—Metal Buildings: Metal structures including storage buildings, warehouses, etc.—*United Steelworkers of America.*

Bartlett-Collins Company — Glassware: Glass products including drinking glasses, mugs, etc.—*American Flint Glass Workers Union.*

Coors Brewery—Beer: *AFL-CIO Brewery Workers D.A.L.U. 366* is on strike at Coors Brewery in Golden, Colorado for decent working conditions.

Charles Manufacturing Company — Furniture: Coffee tables, end tables and similar items—these are sold under the Fox brand name —*United Furniture Workers of America.*

Croft Metals, Inc.—Home Building Products: Aluminum and vinyl doors and windows including storm doors and windows, bathtub enclosures, patio doors, ladders, camper products and building speciality products—*United Brotherhood of Carpenters and Joiners of America.*

Dal-Tex Optical Co.—Prescription Glasses, Contact Lenses, Frames: Eyeglass lenses, frames, contact lenses, sunglasses, safety glasses sold through optical retailers—*International Union of Electrical, Radio and Machine Workers.*

Grapes and Lettuce: Do not buy table grapes or lettuce which does not bear the Union Label of the *United Farmworkers of America, AFL-CIO* on the carton or crate.

Iowa Beef Processors, Inc.—Meat Products: Beef products, carried in many retail stores nationwide — *Amalgamated Meat Cutters & Butcher Workmen.*

J. P. Stevens & Co.—Textile Products: Sheets and pillowcases, carpets, comforters and quilts, table linen, hosiery, towels, blankets, fabrics, etc.—*Amalgamated Clothing and Textile Workers Union.*

Kingsport Press—Printing: Book printer and its major customers including Field Enterprises Educational Corporation, publishers of World Book, Childcraft. Also, Encyclopedia Britannica, Inc. including Britannica, Jr. and Great Books of the Western World—*Graphic Arts International Union; International Printing and Graphic Communications Union; International Association of Machinists and Aerospace Workers; International Typographical Union.*

Mason-Tyler Manufacturing Company — Furniture: Household furniture—*United Furniture Workers of America.*

R. J. Reynolds Tobacco Company—Cigarettes & Tobacco: Brand names: Winston, Salem, Camel, Doral, Vantage, More, Now, and Real Cigarettes; Winchester Little Cigars; Prince Albert Smoking Tobacco—*Tobacco Workers International Union.*

Rylock Company, Ltd.—Riveting Machinery: *International Association of Machinists and Aerospace Workers.*

Beware of fund raising by phony organizations

National COPE Director Al Barkan has notified all state central bodies to beware of a phony organization calling itself "The National Right to Organized Labor Committee" that is busy soliciting funds, supposedly to fight the National Right to Work Committee.

"This group represents no legitimate labor organization that we are aware of, and no response should be made to its solicitation," Barkan warned. "Your leadership and membership should be so advised."

Signed by a Robert L. Price, the letter appeals for contributions, and uses the name of Sen. Richard D. Clark (D-Iowa) without his permission or knowledge.

Back issues of signal magazine are available

Copies of The Signalman's Journal and Railway Signaling & Communications with issues dating back to the early 1940s are available from A. M. Stoetzel, 26 Maple Street, Lyons, NY 14489.

Anyone interested in obtaining back copies of these two signaling magazines should write to Stoetzel directly to obtain cost and what specific issues are available.

Our signalman's name? Still time to enter

The deadline for entries in our contest to name a signalman for the Brotherhood of Railroad Signalmen is now set for December 15, 1977. All entries must be postmarked before December 15 or received in Mt. Prospect by Jan. 1, 1978. There is still time to get your entries in. You may send more than one entry. All entries should be accompanied by the member's name, address, and his local lodge number. Please send entries to "Name Contest", Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

NAME THIS MAN

We have a signalman who needs a name. The Brotherhood of Railroad Signalmen is holding a contest to name our signalman.*

The Grand Executive Council will select the winning name from the entries submitted.

The winner will receive a $100 U.S. Savings Bond or a $100 Canadian Savings Bond. All active members of the Brotherhood of Railroad Signalmen are eligible to enter this contest except employes, staff members and officers of Grand Lodge.

A play on words would be one possibility for a name, such as Sig Green or Joe Relay. Use your imagination! More than one entry may be submitted.

Just fill out the coupon below and send to

NAME CONTEST, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mount Prospect, Illinois 60056.

* *Deadline for entries is* **December 15, 1977.**

All entries must be postmarked on or before December 15, 1977.

Name of contest signalman: _____

BRS member's name: _____

Street Address: _____

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signed territory on holidays, the sixth day of their work week and after regular assigned hours on regular work days.

(10) Established procedures for resolving disputes arising from questions involving an employe's physical ability to return to work.

(11) Established fixed headquarters for signal gangs and provided the manner in which all headquarters are to be equipped.

Following the signing of the agreement and before its effective date, the negotiating committees jointly met with the employes and supervision in Tulsa, OK; Springfield, MO; Cape Girardo, MO; Memphis, TN; and Ft. Scott, KS; in order to explain the changes made in the new agreement. The meetings were arranged by J. S. Downs, general superintendent communications & signals. At each of the explanatory meetings lunch was served. In all there were only eight employes (members of Local 129) who were unable to attend one or the other of the meetings.

In view of the in-depth discussions concerning the new agreement and the changes it contains, Frisco and Brotherhood officials are of the opinion that implementation of the agreement will be accomplished with a minimum of problems.

Signalman G. A. Young of Frisco Lodge 129, repairs printed circuit boards at the signal shop in Springfield, MO.

Work on a new agreement for signalmen of the Milwaukee Road is progressing as union and management hold several conferences to iron out details. Shown here (left to right) are: Lyle Pope, manager of labor relations, MILW; Loren Sandstrom, assistant signal engineer, staff and training; and C. Leonard Wiksten, signal engineer, both of MILW Road. With back to camera (on left) is Lee T. Davies, general chairman on MILW for BofRS; and on his right is Witt B. Harwell, Jr., BofRS vice president.

Another view of the recent Signalmen-Milwaukee Road conference held at BofRS headquarters in Mt. Prospect, IL shows (left to right): Loren Sandstrom, Witt Harwell, Lee Davies and Lyle Pope.

BN to buy Frisco in $91 million stock swap

By the end of the year Burlington Northern, Inc. is expected to file with the Interstate Commerce Commission an application to purchase the St. Louis-San Francisco Railway. If approved, each share of StL-SF stock would be exchanged for 0.95 share of Burlington common and $12.50 of a newly created 8.5% nonvoting preference stock. A sinking fund would be set up to retire the nonvoting preference stock. Approximately 2.6 million common shares of Frisco stock would be involved. Last year BN earned $5.69 a share and Frisco earned $4.61 a share.

The merger of BN and Frisco is considered by some to be an end-to-end merger and would extend BN into the Gulf of Mexico area. The two roads would serve 25 states. Presently they interchange traffic at St. Louis and Kansas City, MO, and at Dallas and Ft. Worth, TX.

Federal Signal sells Western-Cullen

Western-Cullen-Hayes, Inc. is a newly formed corporation which has acquired the Western-Cullen Division of Federal Signal Corp. Ronald L. McDaniel, vice president and general manager of the new corporation W-C-H, said that the company will continue operations at 2700 West 36th Place, Chicago and will be active as a supplier of rail highway grade crossing warning systems and other signal items to the rail industry.

MP to get federal funds to train new employes

The HIRE program for Vietnam-era veterans will cover 45 signal maintainer helper positions on the Missouri Pacific. Under the Comprehensive Employment and Training Act, MP will receive funds to offset some of the costs of training 45 new employes. According to the CETA contract with the railroad, some 400 hours of training will be covered under the contract for these 45 signal maintainer helpers. The training period under the contract runs through September 30, 1978.

Signalmen will hold five regional meetings in 1978

The Brotherhood of Railroad Signalmen will hold five regional meetings next year beginning with a two-day meeting at Atlanta, GA on April 14, and 15, that is, Friday and Saturday. A one-day regional meeting will be held in Canada on Saturday, May 13 in Edmonton, Alberta. Des Moines, IA will be the location of a Friday and Saturday regional meeting, June 16 and 17. On Friday and Saturday, September 22 and 23, a two-day regional meeting will be held at Anderson, IN. The final two day regional meeting of 1978 will be held Friday and Saturday, October 27 and 28 in Spokane, WA.

The Illinois State Legislative Committee, consisting of various rail union representatives, met recently at the University of Chicago Circle Campus. They discussed matters of interest with two Illinois State Legislators: shown here, left to right, in front are state representative Tom Hanahan from McHenry, Illinois and state senator Art Berman from District 11 in Chicago. Standing, left to right, are: Bob Fritz, Brotherhood of Railway and Airline Clerks; Bill Donlon, Brotherhood of Railway and Airline Clerks; John Hansen, Brotherhood of Railroad Signalmen; Don Lindsey, Brotherhood of Locomotive Engineers; and John McGinness, United Transportation Union.

COLA will be rolled into pay on December 31

Under the present contract with the railroad companies, signalmen will have 16¢ of their present cost-of-living adjustment rolled into their basic pay on December 31, 1977. Also, the cost-of-living allowance remaining after the roll-in will be 15¢ per hour. For monthly rated individuals the pay calculation involves 213 hours. The following minimum hourly rates of pay will obtain on December 31, 1977: leader, $7.62; signal mechanic, $7.51; top rated assistant $6.60; first step assistant, $6.31 and signal helper, $6.23.

GTW challenges C&O and N&W on DT&I

Grand Trunk Western is objecting to the purchase of the Detroit, Toledo & Ironton for $23.6 million by the Chessie System and Norfolk & Western. The 478-mile DT&I had operating revenues of $53.9 million last year while GTW had operating revenues of $152.6 million. Spokesmen for Chessie System and Norfolk & Western stated that although they would own DT&I it would be independently operated. Application for the joint purchase of DT&I by the Chessie and N&W was filed with the Interstate Commerce Commission on October 21.

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NEWS from CANADA

New passenger trains coming to VIA Rail

Otto Lang, Minister of Transport, Canada, announced to the House of Commons on Nov. 2, 1977, the acquisition of rail passenger equipment which will be used by VIA Rail to improve the quality of rail passenger service in Canada. Lang's statement both in English and French is presented.

In our desire to give VIA Rail an opportunity to improve rail passenger service in Canada, we have arranged to go for a ten train option in the purchase of new equipment. This new equipment to consist of 22 locomotives and 50 coaches, at a cost of about $90 million, will be purchased jointly by the federal government and VIA Rail. Negotiations are now being finalized with Bombardier-MLW for the equipment related aspects of the program and it is hoped that a contract with them will be signed shortly.

This is the first major purchase of Canadian rail passenger equipment in more than a decade, and these new trains will greatly assist VIA in providing modern, attractive and economical rail passenger service throughout this country. Several of these trains will be put into service in 1980 as part of a new high quality rail passenger service between Quebec City and Montreal. The remaining trains will be used by VIA in the introduction of conveniently-scheduled, fast, intercity trains across Canada to complement an upgraded transcontinental service and will therefore be available to VIA for Western Canada and the Maritimes as well.

This equipment is a result of a tender call by Transport Canada for new rail passenger equipment on July 4, 1976. On February 1, 1977 four companies submitted bids. A thorough and extensive evaluation of these bids was undertaken jointly by senior officials from CN, CP and the government. The choice of train was not based solely on price or delivery date; we also assessed the total expected cost over the life of the equipment, its revenue generating capability, advancements in design such as speed capability, the firm's manufacturing expertise, the possible export potential, and Canadian content of the bid. Service improvements made possible with these trains should generate savings which more than offset their cost.

The LRC (light, rapid, comfortable) trains, are the result of a high degree of Canadian technology and development. Alcan Canada Products Limited and Dominion Foundries and Steel Limited, co-developers of the LRC, will be major suppliers to Bombardier-MLW. They feature tilting body coaches which permit higher operating speeds on existing track and thereby eliminate extensive track improvements. They are designed to achieve potential speeds up to 125 miles-per-hour on inter-city service and contain electronic sensors and hydraulic cylinders to bank the coaches on track curves.

The new equipment will feature the attractive, modern interiors commissioned by Transport Canada last year as a result of an international design competition. Jacques Guillon Designers of Montreal produced interiors that are both flexible to the changing needs of rail passenger transportation and include features such as facilities for handicapped travellers.

The federal government will pay

For Canadian residents only:

Allow 6 weeks for change to take effect.

Moving? Let us know!

Please send your new address to:

Brotherhood of Railroad Signalmen, 1396 St. Catherine St. W., Suite 323, Montreal, Que. H3G 1P9

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$24 million and VIA the balance for locomotives, cars, spares, maintenance and test equipment, the construction of which will create approximately 1500 man years of work spread out over a three year period. This initiative by the federal government is not just of benefit to the future of railway passenger transportation in this country but will have a positive effect on employment as well.

Since I first announced our new rail passenger policy in January, 1976, we have taken a number of positive steps towards economic, efficient and attractive rail passenger service for Canadians. With the addition of new equipment, improved routing, and the creation of VIA, I believe we are on the right track to make our railways a vital part of our total passenger transportation network once again.

Afin de donner l'occasion à la société VIA Rail d' améliorer les services ferroviaires voyageurs au Canada, nous avons, dans le cadre de notre programme d'achat de nouveau matériel, décidé d'opter pour l'acquisition de dix trains. Ce nouveau matériel, à savoir 22 locomotives et 50 voitures, sera acheté conjointement par le gouvernement fédéral et la société VIA Rail à un coût d'environ 90 millions de dollars. Les négociations à l'égard des aspects "matériels" du programme sont presque termineés avec la compagnie Bombardier-MLW et nous espérons qu'un contrat sera signé d'ici peu.

Il l'agit du premier achat important de matériel ferroviaire canadien depuis plus de dix ans, et ces nouveaux trains aideront de façon considérable la société VIA à fournir des services ferroviaires voyageurs modernes, attrayants et économiques dans tout le Canada. Bon nombre de ces trains seront mis en service en 1980 pour favoriser des services voyageurs de qualité supérieure entre Québec et Montréal. Les autres trains seront utilisés par la société VIA dans le cadre de l'introduction de trains de transport unterurbain efficaces, rapides et commodes dans tout le pays, en complément d'un service transcontinental amélioré et pourront de ce fait être mis en service par la société dans l'ouest canadian et dans les Maritimes.

Ce matériel a été acheté à la suite d'un appel d'offres lancé le 4 juillet 1976 par Transports Canada. Le 1er février 1977, quatre compagnies ont fait une offre qui a été évaluée de façon exhaustive par des cadres supérieurs du CN, du CP et du gouvernement. J'aimerais souligner que le coût et la date de livraison n'ont pas été les seuls facteurs déterminants. Nous avons également tenu compte du coût total prévu par rapport à la durée de vie du matériel, de sa rentabilité, des caractéristiques de conception, telles que la vitesse, des connaissances de fabrication de la compagnie, des possibilités d'exportation et du contenu canadien de l'offre. Les améliorations qu'apporteront ces trains aux services devraient engendrer des économies qui excéderont les coûts.

Ces trains LRC (légers, rapides et confortables) sont le résultat d'un haut degré de technologie et de réalisation. Les compagnies Produits Alcan Canada Limitée et Dominion Foundries and Steel Limited, en partie responsables de la mise au point du LRC, seront les principaux fournisseurs de la compagnie Bombardier-MLW. Les trains disposent de voitures inclinables qui permettront de rouler à des vitesses plus grandes sur les voies existantes, éliminant ainsi les nombreuses améliorations à apporter aux voies. Ces voitures ont été conçues de façon a pouvoir rouler jusqu'à 125 milles à l'heure entre les villes et comprennent des détecteurs électroniques et des cylindres hydrauliques leur permettant de s'incliner dans les courbes.

L'intérieur moderne et attrayant des nouveaux trains a été commandé l'an passé par Transports Canada lors d'un concours international. La société Jacques Guillon Designers de Montréal a créé des intérieurs qui à la fois s'adaptent aux besoins changeants des services ferroviaires voyageurs et comprennent des installations pour personnes handicapées.

Le gouvernement fédéral fournira 24 millions de dollars et la société VIA, le reste, pour l'achat de locomotives, de voitures, de pièces de rechange ainsi que de matériel d'entretien et d'essai. Le programme créera environ 1,500 années-hommes échelonnées sur une période de trois ans. Par conséquent, non seulement cette initiative fédérale aura-t-elle des effets heureux sur les services ferroviaires voyageurs futurs, mais elle créera également des emplois.

Depuis mon annonce de la nouvelle politique de transport ferroviaire en janvier 1976, nous avons pris un certain nombre de mesures visant à fournir aux Canadiens des services ferroviaires voyageurs efficaces, économiques et attrayants. Grâce à ce nouveau matérial, à de meilleures routes et à la création de la société VIA, je crois que nous sommes sur la bonne voie et que nous redonnerons au chemin de fer la place importante qu'il occupait au sein de notre réseau de transport de passagers.

Regional meeting planned for Edmonton in May '78

Brotherhood of Railroad Signalmen is planning to hold a regional meeting at Edmonton, Alberta on Saturday May 13, 1978. Although details are not available at press time, a program similar to that held in Toronto, Ontario on March 12, 1977 is planned. Canadian members are urged to mark their calendars and plan to attend the May 13, 1978 meeting in Edmonton. Details will be published in *The Signalman's Journal* as they become available.

Signalman's Worksheet

Block Signaling Adjuncts

FLOOD DETECTION

Flood detection provides signal protection for high water conditions that may be weakening bridges, undermining fill, or otherwise creating hazards.

Such systems consist of a float-operated contactor installed in locations dictated by experience. One such device is so arranged that when the water reaches a predetermined level the float will rise far enough to open the contacts to put the associated signals to stop. Such devices are usually trip contacts that, once operated, must be reset manually.

FIRE DETECTION

Fire detection, desirable in wooden trestles, wood-lined tunnels, snow sheds, etc., usually consists of fusible wire in series with the signal circuit. This wire melts in the presence of fire, opening the signal circuit.

A circuit controller, spring loaded, can also be used. A rope, made of some material that will part easily when exposed to flame, is used to keep the controller contacts closed. When fire parts the rope, the spring snaps the circuit controller contacts open, thus controlling appropriate signal circuits to indicate the hazardous condition.

MOTOR-CAR PROTECTION

An indicator system can be applied to any signaling system using continuous track circuits. The system provides protection for the operators of motor cars by enabling them to find out whether track circuits to their rear are occupied.

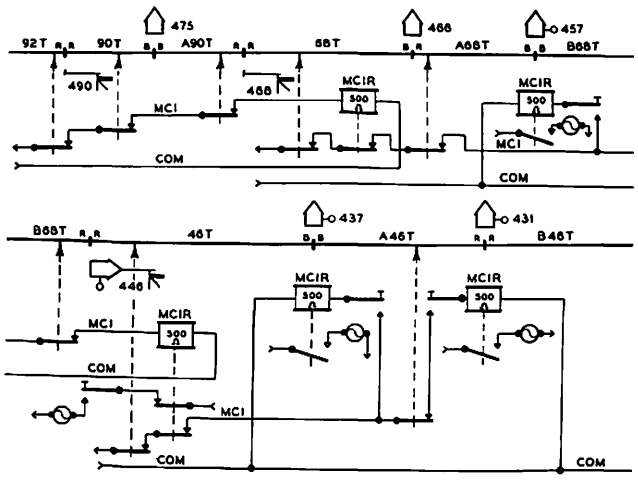


Fig. 510-Typical motor-car indicator circuit as used with automatic block signaling.

There has been no satisfactory development of a shunt device for use by light cars, which would, by shunting the track, provide its own protection in setting up the necessary signals for motor-car movement. A light vehicle, due to its inherent inability to maintain the necessary contact, creates rather unsatisfactory conditions in track and other relays involved in the signal operation.

A wayside device of the light type is called a motor-car indicator. This term is somewhat a misnomer, since the device in no way indicates the presence or absence of a motor car, but rather indicates to the motor-car crew the presence or absence of trains in the section investigated. It is a relatively simple device, containing a lamp and a pushbutton. This device is usually used to check the track occupancy of blocks to the rear of the indicator location. By using two indicators, the blocks in both directions may be checked.

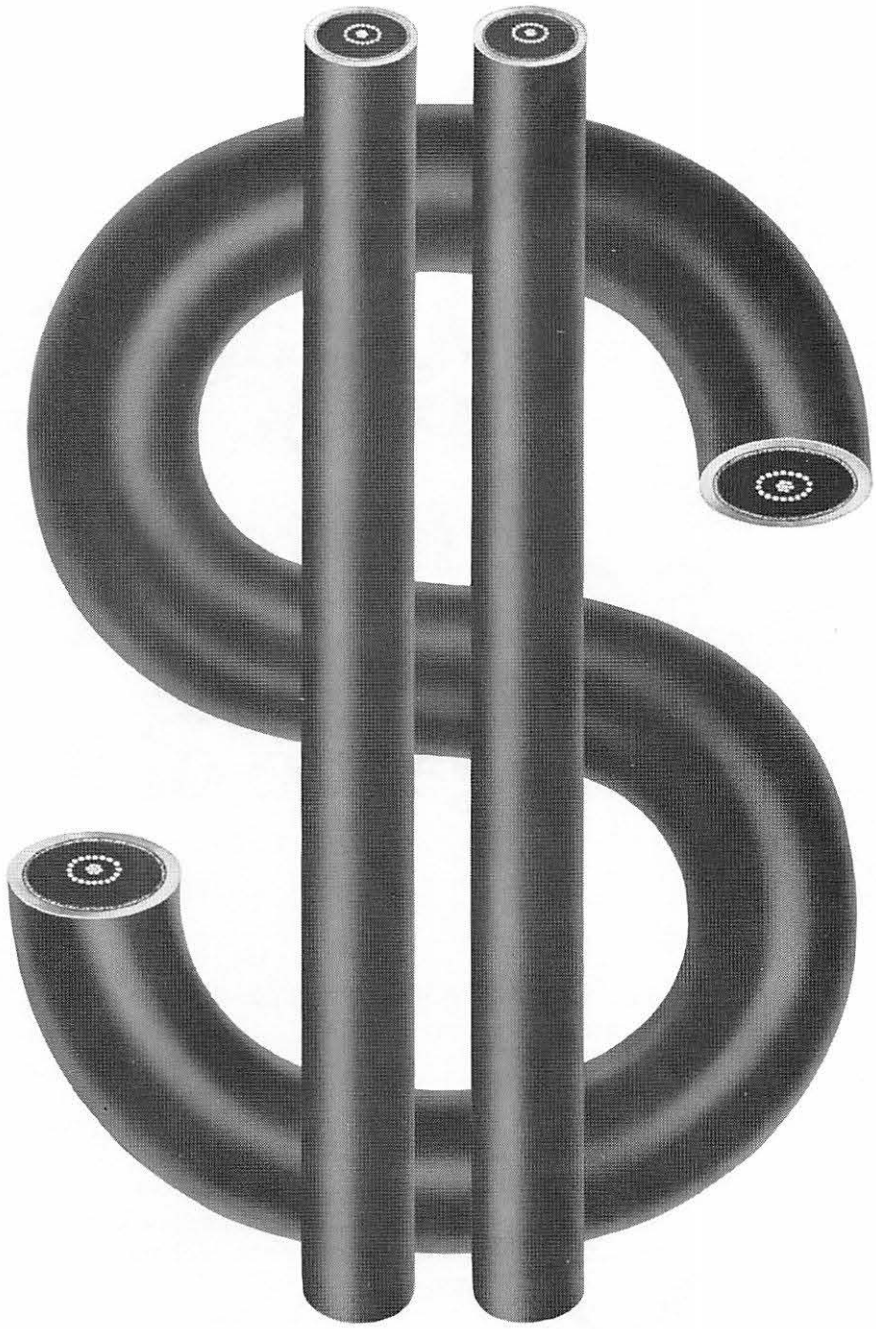
A simplified circuit and location plan is shown in Figure 510. To check whether a train is approaching, the motor-car operator presses the button in the bottom of the lamp unit. If the track circuits to the rear are unoccupied, the lamp will light. Note that only one additional wire, MCI, is required for the motor-car indicator circuit. The common serves as the other leg of the two-wire circuit.

The general principle is that a motor-car indicator relay, MCIR, is checked through the front contacts of as many track relays as it is desired to extend the control. The distance that the check circuit is taken back depends, of course, upon the geographic layout of the tracks and the operating conditions that prevail in a given territory. At locations where the common is broken, such as at signal 446, MCIR is in series with MCI and common, and is thus normally energized. The feed to the indicator lamp is taken through MCIR front contact and the normally open pushbutton.

At locations where the common is unbroken, such as at location 457, MCIR is connected across MCI and common in series with the normally open pushbutton. The indicator lamp is fed directly through the front contact of MCIR.

Signal location 468 illustrates the method of taking the control circuit past a break in the common wire at locations where an indicator lamp is not required.

Information and drawing furnished by General Railway Signal Co.



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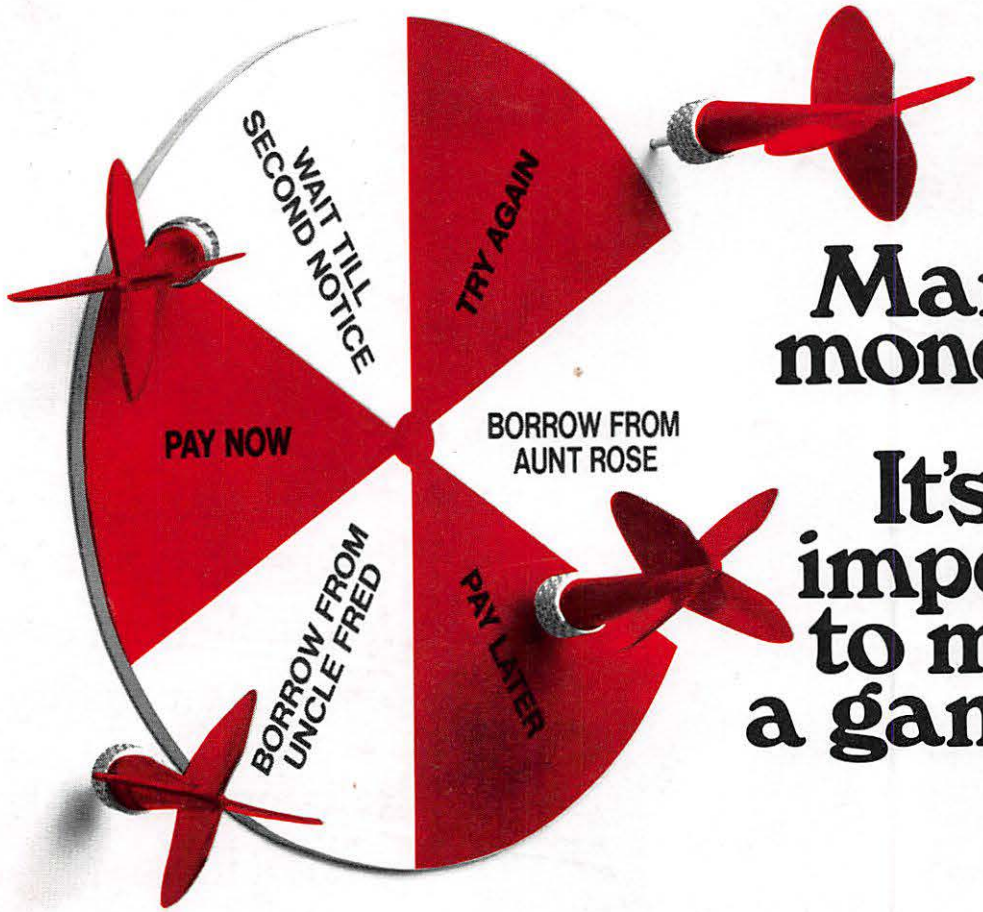

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